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THE PENNSYLVANIA RAILROAD SYSTEM

INFORMATION

for Employes and the Public



Being a series of leaflets
issued in 1916 by the
Pennsylvania Railroad
System in the interest
of improved service, in-
creased efficiency, and a
better understanding by
employes and the public
of railroad problems.



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THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

January 8, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

1

361,572,114 Passengers Carried Safely on 2,400,000 Trains in Last Two Years

The entire Pennsylvania Railroad System, whose 26,000 miles of track serve more than half the people of the United States, completed two years without a single one of the 361,572,114 passengers carried in that period being killed in a train accident. Figures for November and December of 1915 were necessarily estimated.

This record of two years means the safe operation by day and by night, through fog and snow, storm and clear weather, of no less than 2,400,000 passenger trains, while at the same time approximately as many more freight trains were being cared for.

The Lines East of Pittsburgh have completed their third successive year without a single train accident fatality to one of the 320,000,000 people carried in the three-year period.

It is a record of which the Pennsylvania may well be proud, and for which a tribute of praise is due every employe, from the President down to the humblest man on the pay roll. . . . Efficient management guarantees the safety of the Pennsylvania's passengers. There is no luck about it.

—*New York City Evening Globe*, January 3, 1916.

"A Record for Safe Railroadng Which Has Never Been Equalled"

CT 1701 A

The Pennsylvania Railroad Company
Philadelphia, Baltimore & Washington Railroad Company
West Jersey & Seashore Railroad Company
General Office, Broad Street Station
Philadelphia January 1, 1916.

S. C. Long
General Manager

RECEIVED BY General Manager

NEW YEAR'S GREETINGS.

To the Employees of The Pennsylvania Railroad:

The President, the Directors, and the Executive Officers join me in extending to each of you and to your families, the heartiest New Year's Greetings.

You are to be congratulated upon the fact that the Pennsylvania Railroad has closed another year -- the third in succession -- without a single fatality to a passenger as the result of a train accident. You have made a record for safe railroadng, which, I believe, has never been equalled, and in this great honor every employe shares.

Let us resolve in this new year to help promote in every fair and legitimate way, the welfare of the Pennsylvania Railroad Company, of whose achievements we are proud, and whose continued prosperity means so much to all its employes and to the territory it serves.

S. C. Long
General Manager.

In five of the past eight years—1908, 1910, 1913, 1914 and 1915—more than 520,000,000 passengers were carried by the Pennsylvania Lines East of Pittsburgh on 4,000,000 trains without a single one being killed in a train accident.

* * * *

A New Year's Greeting to employes of the Pennsylvania Railroad from General Manager S. C. Long—posted on bulletin boards all

This record for safety shows what can be done when managers and the employers set their minds on a thing.

—Philadelphia, Pa., *Evening Ledger*, January 1, 1916.

over the Railroad—congratulates them on the Road's freedom from accident. The greeting says:

“You are to be congratulated upon the fact that the Pennsylvania Railroad has closed another year—the third in succession—without a single fatality to a passenger as the result of a train accident. You have made a record for safe railroading, which, I believe, has never been equalled, and in this great honor every employe shares.”

* * *

The records for the different lines of the Pennsylvania System, showing trackage and number of passengers carried without a train accident fatality in 1914 and 1915, are as follows:

Pennsylvania Railroad System	Miles of Track	Passengers Carried 1914	Passengers Carried 1915
Lines East of Pittsburgh	13,657.25	111,249,801	98,057,967
Long Island Railroad	824.58	42,910,945	42,766,499
Cumberland Valley Railroad . .	327.62	1,910,000	1,759,300
Baltimore, Chesapeake & Atlantic Railway	103.02	404,025	301,004
Maryland, Delaware & Virginia Railway	87.74	222,630	149,506
New York, Philadelphia & Norfolk Railroad	147.30	755,450	681,591
Lines West of Pittsburgh . . .	8,996.72	26,072,960	23,649,273
Vandalia Railroad	1,357.03	2,938,959	2,804,889
Grand Rapids & Indiana Railway	844.57	2,702,556	2,234,759

The Pennsylvania Management regards every accident of any kind on its property as one too many. Every effort is being continually directed to the end that the number of accidents of all kinds may be steadily reduced and, if possible, prevented.

“Carries 361,572,114 Safely”

—New York Sun, January 1, 1916.

The Pennsylvania Railroad has just made a splendid demonstration of the fact that so-called accident is preventable except for a negligible percentage, by the fact just published that in two years not a single one of nearly four hundred million passengers carried lost his life. In face of the plea that accidents will happen, this statement shows there is a way in human care, foresight and prudence, of trampling on impossibilities.

—Baltimore, Md., *American*, January 3, 1916.

A Wonderful Record of Efficiency

From the Baltimore, Md., Morning Sun, January 3, 1916

Baltimore, like other cities, has occasionally said hard things of the Pennsylvania Railroad Company when it suspected that corporation of trying to take advantage of it, but we must confess unfeigned admiration for a management that can point to such a safety record as that railroad possesses for the last three years.

The figures which it presents are simply wonderful. Of 361,572,114 passengers carried over the entire system during the past two years, not a single one was killed as the result of a train accident, while it was the third successive year without a fatal accident to a passenger on the Lines East of Pittsburgh. Approximately 2,400,000 passenger trains were operated in the two-year period.

General Manager Long has a right to say in his New Year's greeting to the army of men in the service of that corporation: "You have made a record for safe railroading which, I believe, has never been equalled, and in this great honor every employe shares."

More than three times the population of the United States has been transported without fatality due to a train accident for twenty-four months on the entire Pennsylvania System.

Those millions will most heartily join in

New Year felicitations to the Company and to all connected with it. Many of them owe their lives to the fact that safety has been made the working principle in dealing with the public, a principle more important to the public than anything else connected with railroad management.

We used to be told that accidents were unavoidable, but this record demonstrates that they can be almost absolutely eliminated, so far as fatalities to passengers are concerned. What has been done by the Pennsylvania can be done by all other railroads, if the same system is inaugurated and the same continual care and vigilance exercised.

If they do not know how to do it themselves, they should be sent to school to the Pennsylvania.

And could not great cities like New York, where street accidents from automobiles and other vehicles run up a ghastly total every year, get a valuable hint for traffic regulation from the people who have made this road almost synonymous with safety?

Talking of efficiency, was there ever a finer example than this of what can be accomplished by it?

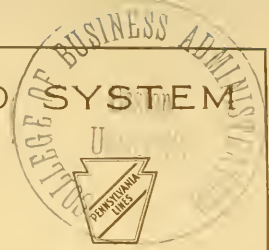
The Pennsy is generally looked upon as the most representative railroad of the country.

—Philadelphia, Pa., *Record*, January 3, 1916.



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

January 10, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

2

Uncertainty—The Railroad Disease

By IVY L. LEE

An Address before The American Association for the Advancement of Science,
Columbus, Ohio, December 30, 1915

The first requisite in the scientific conduct of business is that plans and calculation shall be based upon the maximum number of factors of certainty.

The captain of a ship at sea must have his record of soundings, showing with certainty the depth of water which will support his vessel near every point of land. He must have his astronomical charts showing the relative position of the stars, that he may ascertain his location even in the dead of night. In shaping his course and determining his speed, his judgment and experience are necessary only with reference to the weather.

* * * *

Many years ago the railroad pilot could know with reasonable certainty what his rates were to be; he could predict what his relative expenses for different items would amount to. His judgment in shaping his course of progress and preparation had to be exercised mainly with reference to the coming business weather.

Today the railroad captain may make an accurate forecast of the business weather, but his charts are no longer reliable. He cannot depend upon his rates; he knows not what expenses will be forced upon him; he is groping through a fog searching for his bearings.

We began to regulate our railroads in

earnest on August 1, 1906, when the Hepburn Law went into effect.

At the end of nearly ten years of regulation we now find the railroads subject to the Interstate Commerce Commission, and to the separate and unrelated Commissions of forty-six States, all with wide powers over railroad rates and practices. Further than that, the four years 1912 to 1915, inclusive, saw the introduction in forty-three State Legislatures of 3020 bills relating to railroads, of which 442 became law.

Vigorous railroad regulation, regulation that is competent, impartial, non-political and consistent, is profoundly in the public interest. Nothing is further from the purpose of this paper than to suggest a relaxation of the principle of sound regulation—regulation that protects the user of the railroad and the producer of the railroad.

The distinguishing fact about railroad regulation in this country is that it is indefinite, inconsistent and not yet established on recognized principles—in other words, that there is in it "*nothing certain but uncertainty.*"*

*In his dissenting opinion in the Western Rate Advance case, Commissioner Daniels said: "The failure to follow established premises to their legitimate conclusion only beclouds the principles upon which the Commission may be expected to act in future and leaves *nothing certain but uncertainty.*"

The Elements of Uncertainty

What are some of those elements of uncertainty which hold the railroad ship fog-bound?

1. *The various regulating bodies have established no standards for determining the reasonableness of rates.*

In the Five Per Cent. Advance Rate Case the Interstate Commerce Commission decided that the railroads were in need of additional revenue, but declared that much of the additional amount should be obtained through various suggested methods other than the horizontal increase in rates. When the railroads sought to put into effect many of the suggested methods, the Commission upon further consideration, forbade what it had in principle recommended.

2. *Even if a new rate is reasonable, the railroad has no way of knowing when to expect it to become effective;* the Interstate Commerce Commission has power to suspend a rate for ten months before finally deciding whether or not it shall be allowed.

3. *The Interstate Commerce Commission may order an increase in rates and that increase be nullified by action of State commissions.* This has already happened in a number of cases, notably in reference to the allowances to industrial railroads.

4. *One State may make an order which is contrary to the rule prevailing in an adjoining State.* One State may order an electric headlight to be placed on a locomotive; after crossing the border to an adjoining State, still another kind of headlight may be required. The system of signals required in one State may be quite different from those ordered in another.

5. *Railroad wages are now largely determined by arbitration awards, but no principles have been established fixing the relative amount of a railroad's earnings which should be paid out for wages.* Arbitration boards have nothing to do with the rate regulating bodies, and it is quite pos-

sible that regulating authorities may refuse to allow increases of rates necessary to pay the higher wages on the ground that the arbitration awards were not justified.

6. *The railroads are compelled under the Sherman Act to compete, but the Hepburn Law, which in effect insures that rates over all roads between any two points shall be the same, as a matter of fact, prevents any competition in rates.*

7. *Taxes are levied upon the railroads without reference to the other burdens imposed upon them, and the taxing authorities have no responsibility for raising the revenue with which to pay the taxes.*

In the fifteen years from 1900 to 1915, the Pennsylvania Railroad System, for instance, added \$661,000,000, or 81.72 per cent., to its property investment, but its taxes increased 201.78 per cent. in the same period.

8. *The railroads may spend enormous sums reducing grades, removing curves and increasing the tractive power of locomotives, with a view to handling the largest possible amount of freight with the smallest number of men, only to be confronted by a law restricting the length of a train, thus nullifying the economy sought for.*

9. *The method of paying railroads for carrying the mails is in a state of chaos.* The existing system is regarded by the railroads as essentially confiscatory; it is regarded by the present Postmaster General as unduly burdensome upon the Government. The Interstate Commerce Commission, empowered by Congress to pass upon changes in the parcel post weight limit ordered by the Postmaster General, in its report for 1913, itself recommended that its own duties in this respect "*should be more clearly stated.*"

10. *Over a period of many years past the railroads have been forced by public policy to make enormous expenditures—for such items as steel cars, removing grade crossings, new passenger stations, and such like*

—all desirable, no doubt, but *adding practically nothing to net earnings*. This tendency still prevails, and the railroad officer has no way of knowing what he will be forced to spend in such unproductive directions in coming years.

* * * *

Certainty the Vital Need

In a word, in matters of regulation, the railroad manager has neither precedents nor principles to guide him.

* * * *

This situation is of great concern to the public in these days of preparedness.

A man is not prepared for the battlefields of warfare or of business unless the arteries of his body are so strong and healthy that they convey the blood to every part of the body where it is needed to produce healthy and vigorous action.

The railroads are the arteries of our national life. If the railroads are weak and not well balanced, the business of the country in time of peace cannot expand; if these arteries are not in condition to take care of unexpected demands, they cannot support the unusual burdens which the defense of our country might in time of war impose upon them.

* * * *

When Congress passed the Hepburn Law, nearly ten years ago, the need for preparedness was evidently in its mind.

That law not only gave the Interstate Commerce Commission ample power to fix rates, it imposed two unique duties upon the railroads: (1) To provide and furnish, upon reasonable request, all transportation; and (2) That "in time of war or threatened war, preference and precedence shall, upon demand of the President of the United States, be given, over all other traffic, to the transportation of troops and material of war, and carriers shall adopt every means within their control to facilitate and expedite the military traffic."

In that distinct way, the railroads were created arms of the Federal Government, with an implied duty resting upon the Interstate Commerce Commission to execute and enforce the provisions of the law calling upon the railroads to be ready to perform the functions described.

* * * *

In the light of that duty imposed upon the Interstate Commerce Commission, it is of importance that at this moment we carefully ponder the meaning of these supremely significant facts:

*The year 1915 has seen less new railroad constructed in this country than in any year since the Civil War.**

The beginning of the year 1916 also sees less new track under way than on any New Year's Day in fifty years.

A further fact of tremendous significance is that at the present time approximately 45,000 miles of railroad, over one-sixth of the mileage of the entire country, are in the hands of receivers.

This condition in the railroad business as it enters the new year 1916 prevails at a time when steel plants, automobile factories, and industries generally are making great increases in their facilities.

The body of our business is increasing; its arteries are held in a vise.

This is not a condition of health.

Railroad Service and Investment in Seven Years

Approach the subject from another angle. As a starting point, use July 1, 1907, because on that day the Interstate Commerce Commission required the railroads to institute a new accounting system; since then the figures are more strictly comparable.

For the year ended June 30, 1914, the latest date for which definite figures are available, the railroads of the United States

*Figures just compiled by the *Railway Age Gazette* from returns from all the railroads in the United States disclose the fact that less than 1000 miles of new railroad were completed in 1915, and that less than 1200 miles of new railroad are under construction.

carried *51,708,500,000 more tons one mile than in 1907, and carried 7,539,943,479 more passengers one mile.

These figures, which represent the *increased* service rendered by the railroads in 1914 as compared with 1907, are nearly 10 per cent. more than the total annual service rendered by the Pennsylvania and the Atchison railroad systems *combined*.

During those seven years, in order to be able to handle that increased traffic, our railroads had expended *\$4,500,000,000 in new money on their properties.

Having rendered this vastly increased service with these expensive new facilities, the railroads found that at the end of 1914 net operating revenue was *\$849,122,647, only *\$8,550,000 more than for 1907—before that \$4,500,000,000 had been spent.

Thus in seven years, after increasing investment in road and equipment by 25 per cent., after increasing the service rendered to the public by 20 per cent., net revenue increased just about 1 per cent.

The return upon the new money which had been necessary in order to provide the facilities which were supplied was less than two-tenths of one per cent.

What these figures mean in effect upon the railroad exchequer is that the railroads in 1914, as compared with 1907, had given a service to the people of the United States equal to the aggregate service rendered annually by the Pennsylvania and Atchison systems, practically *free of charge*.

* * * * *

It is perfectly true that the net operating returns for the railroads in 1915 were better than for 1914, and that an improvement is still being shown. If the railroads could expect to continue earning such net revenues as they are now reporting, they would have no serious cause for complaint.

But the essential fact that is uppermost

in the mind of the railroad manager is that for the past fifteen years there has been a steady and disproportionate increase in operating expenses which the railroads, except in years of great depression, have been utterly unable to control.

No railroad officer can today prophesy in what manner his expenses will next year be increased through wage arbitrations, taxes, or what not; nor can he tell to what extent his rates will be reduced.

Further than that, he does not know what legal principles or economic doctrines may be applied in depleting his revenues or increasing his expenses.

The railroad manager is fog-bound in a mist of uncertainty.

* * * * *

The Danger of Inadequate Facilities

This country cannot permit a situation to arise wherein its trade will be strangled by inadequate railroad facilities.

The President of the United States has recommended, and Congress is now considering, the appointment of a commission to study "deliberately and thoroughly . . . the whole subject of governmental regulation" of railroads.

Such a commission will find much theory and many facts. I venture to predict, however, that when these Congressional doctors have carefully analyzed every symptom of the patient, and when the verdict of the clinic is made up, it will be found that *uncertainty* in our methods and principles of railroad regulation is the root of the disease that now afflicts railroad policy.

* * * * *

Is it not in the public interest that there should be a definite declaration by all governmental authorities of the principles which will be followed in regulating railroads?

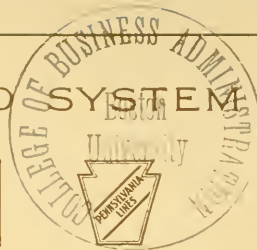
IS IT NOT TIME THAT THE
UNCERTAINTY SHOULD END?

*Figures supplied by Bureau of Railway Economics.



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

January 14, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

3

Some Facts for the Man in the Street About Federal Valuation of Railroads

By THOMAS W. HULME

Possibly a very few people, outside of those directly connected with railroads, know that a vast army of employes of the Government, specially engaged, are at work at the present time making a valuation of the railroad properties of this country.

The Congress which passed the Act authorizing the valuation to be made was informed that the work could be done in from 3 to 5 years' time at a cost of from \$6,000,000 to \$10,000,000. The indications now are that the work will cost the Government and the railroads some fifty million odd dollars and will take at least 10 years to finish.

Thomas W. Hulme, Real Estate Agent of the Pennsylvania Railroad, is General Secretary of the Railroad Presidents' Conference Committee representing the Carriers in connection with the Federal valuation, and in this capacity he probably has had more to do with the direction of this work than any other railroad official. This paper is the first authentic statement by Mr. Hulme of just what progress is being made in valuing the railroads and what the outlook for the work is; it was printed in the current issue of *The Annals of the American Academy of Political and Social Science*.

The United States Supreme Court has repeatedly held that in the regulation of rates the common carrier is entitled to earn a return upon the value of the property employed by it in the public service, and is not limited to the original cost thereof or the amount the carrier has invested therein. The Interstate Commerce Commission, in its first annual report and fre-

quently since, has recommended that steps should be taken to ascertain the value of the railroads. Such information was deemed essential—

1. To obtain a trustworthy estimate of the relation existing between the present worth of railroad property and its cost to its proprietors.
2. In determining whether rates as

fixed by the Government are confiscatory.

3. In connection with railway taxation.

4. In the ascertainment of a proper depreciation reserve.

5. In testing the accuracy of the balance sheets of the carriers.

6. To the organization of railway statistics in general.

7. In determining whether the railroads are under- or over-capitalized.

The Railroad Valuation Act

In 1910 Congress had under consideration a bill to regulate the issuance of securities of railroad companies, but instead of taking action, it authorized the appointment of a Commission to study and report with reference thereto.

This Commission, headed by President Arthur T. Hadley, of Yale University, advised Congress, in its report submitted in 1911, against such legislation pending a valuation of the property used in interstate commerce. The report was probably most influential in causing the passage of the Valuation Act, approved March 1, 1913.

The Act, as passed, was very different from, and was a development of, a bill providing for the valuation of the physical property of the railroad companies. As such it was known as a bill "providing for physical valuation," and passed the House of Representatives in that form. It underwent a radical change in the hands of the Senate subcommittee, providing, as reported, for the ascertainment of the value of all of the property of a carrier, including what was specifically designated in the Act as "other values and elements of value," thus specifically providing for the value of the railroad as a going concern, as distinguished from a mere appraisal of the physical elements composing it.

* * * *

It was generally believed at the time of the passage of the Act that the work involved constituted the greatest economic study ever undertaken, but even those most

interested and best informed underestimated the cost and the time necessary for the work. The Congress which passed the Act was informed that the work would be done in from three to five years at a cost of from six to ten millions of dollars.

The recital of what has since occurred will clearly demonstrate the inaccuracy of these estimates, and the indications, two and one-half years after the passage of the Act, are that the work will cost the Government and the railroads somewhere near fifty millions of dollars and will take at least ten years.

* * * *

Most legislation regulatory of corporations requires reports by the corporations to the governing body. One of the most important features of the Valuation Act requires the carriers to "co-operate with and aid the Commission in the work of Valuation," in addition to furnishing maps, contracts, reports, etc.

Planning the Valuation Work

In order that this co-operation may be rendered in the most systematic and helpful manner, the railroad companies selected a committee of eighteen railroad presidents to represent them in this work. That committee, at the request of the Commission, has from time to time appointed engineering, land and accounting committees to consider with the Division of Valuation the principles and innumerable details connected with the work.

The Commission was fortunate in having one of its members willing to devote his entire time to the work, in consequence of which Mr. C. A. Prouty resigned from the Commission and was appointed Director of Valuation.

Upon Mr. Prouty's recommendation the Commission divided the United States into five districts, and has created administrative boards of engineers, of land attorneys, and of accountants, each board consisting of five members, or one member from each of the five districts. The Commission also appointed an advisory board to act in a supervisory capacity and aid in the solution of the more important questions.

A solicitor was likewise designated to supervise the legal work of the Government, and the railroad companies have created a committee of counsel.

The legal features of the work are considered to be of great importance; the amount of detail and the expenses involved require that care should be taken to see that it is done in conformity with the requirements of the Act.

Inventorying the Property of the Railroads

Notwithstanding the realization by the representatives of the Government and the railroad companies that a valuation could not be made until a decision had been reached upon the many important principles involved, it was decided to proceed with the onerous task of inventorying in detail, as required by the Act, all of the property, as it was felt that, in solving the problems arising in connection therewith, the experience obtained would be a valuable aid in reaching a correct decision upon the principles involved.

The method of inventorying was considered by the engineering board of the Government, which held a number of conferences with the engineering committee representing the carriers. The carriers offered to make and submit inventories of their properties, but the Government representatives concluded that they would prefer maps showing the lands of the carriers and the improvements thereon, and to make their own measurements.

While agreeing that the maps of the land should be furnished, as requested, the carriers urged, and still feel, that an inventory furnished by them of their improvements would be far more serviceable than any map, which could not be more than a picture of their improvements.

How the Railroads Co-operate with the Government

The Government has since partially recognized this contention by an order em-

powering the Director of Valuation to require the carriers to furnish an inventory of their improvements in terminals and other congested districts. Notwithstanding this fundamental difference of view as to procedure, the carriers are successfully aiding the Government in its work. The field parties of the Government are accompanied by a representative of the carrier, who points out the property and assists in the correct ascertainment of the quantities by furnishing the Government with detailed plans of structures, and by the production of records where they exist.

This is particularly essential where the amount of work done is not readily ascertainable from surface conditions, as in the case of foundations extending far below the present surface of the ground, and where the amount of work in grading is difficult to determine by reason of the change in surface conditions in adjacent territory.

* * * *

The Commission wisely proceeded experimentally with a few field parties until such a time as experience had demonstrated the nature of the best organization thereof, and the number that could be properly supervised by such a headquarters organization as could well be created.

The Present Rate of Progress

At the present time the Government is surveying about 4000 miles of road a month—the number of miles varying in different sections of the country, depending upon whether it is thickly settled or otherwise and whether of a flat or mountainous nature, the number of tracks and the amount and character of the railroad property under inspection.

* * * *

As the Commission had only \$500,000 at its disposal from March 1, 1913, to June 30, 1914, it was not in a position to do a large amount of field work. For the year ending June 30, 1915, it had \$2,300,000. Now, however, it is estimated that with the continuation of the present appropriation of

\$3,000,000 per annum it will be able, in four years from January 1, 1916, to survey most of the 250,000 miles of railroad in the United States. As the Government, however, has not undertaken any work upon the trunk line railroads with two, three or four tracks, I do not believe the Government will be able to complete the work within that time.

* * * *

Experience has shown that the greatest progress is made where the carrier prepares for the work by a year's investigation prior to the commencing of field work by the Government forces. The Director of Valuation has, therefore, prepared a tentative program so that the carriers may know when to expect the Government to commence the work on their roads.

This plan is not only helpful to the Government, but partially avoids the creation and maintenance of an unnecessary organization upon the part of the railroad companies prior to the time of commencing the work of preparation for the Government.

Training Railroad Men for Valuation Work

The selection and education of the railroad representatives, generally known as pilot engineers, is one of the most important features of the work. These men should have sufficient time at their disposal, before the beginning of work by the Government forces, to become thoroughly familiar with both the records and the physical property of the portions of the railways which are assigned to them.

* * * *

The Government and the railroads early recognized that in order to avoid endless disputes upon many of the details it would be important to agree upon the facts while the inventory is being made. It was therefore arranged that where a carrier co-operated by sending its representative along with the Government field parties, the carrier should receive a copy of

the notes taken by the Government field parties, and that these notes should be checked by the carrier and any exception thereto should be taken within a limited period of time.

No arrangement has so far been made for the settlement of disputes, or for dealing with those cases in which the carrier may desire to take exceptions with respect to facts not recorded in the Government notes. It is, however, expected that provision therefor will be made in the near future.

"Pricing" the Carriers' Stock-in-Trade

After the calculation and assembling of quantities comes the application of prices in order to make an inventory. It is contended that there ought not to be differences that cannot be adjusted with reference to quantities, but it is conceded that the determination of prices offers the opportunity for wide differences of opinion. The prices of labor and material vary in different parts of the United States, and vary from time to time. The lowest prices usually prevail in periods of business depression during which there is little railroad construction.

* * * *

The prices of some materials have a tendency steadily upward, a few have uniformly decreased, and others widely fluctuate, but it is believed that a study of records over a sufficient period of time will disclose (except where there is a pronounced tendency in one direction) an average price prevailing during a period of five or ten years, which, when modified by the trend, will indicate what prices should be fairly applied for materials.

How Labor Costs Vary

The amount to be allowed for labor is, however, more difficult to decide upon. That proposition may be most easily illustrated by the statement that from fifty cents

to one dollar more per day is paid in some classes of construction work than for similarly described occupations in the more steady and less exacting railroad maintenance work.

This fact is partially explained by the relative permanence of employment in connection with maintenance work, as distinguished from the temporary character and somewhat more hazardous and hard nature of construction work.

Problems in Ascertaining Property Costs

The Valuation Act requires that the Commission shall ascertain and report to Congress the original cost, the cost of reproduction new, and the cost of reproduction less depreciation.

The Commission, however, has found that the records of many carriers are very meager or have been destroyed by fire or lost in consolidations, and that it is therefore impossible so to comply, as to original cost, with the Act in the case of those carriers, and that the cost of doing so in the case of the others is almost prohibitive. One original estimate of the cost of valuing the railroads was as low as \$10.00 per mile. In one case the Commission expended \$110.00 a mile in investigating the original cost of a railroad constructed within the last twenty years.

* * * *

The determination of correct principles, which is so important from an economic standpoint, is perhaps best illustrated by the difficulty in valuing land and the treatment of the question of depreciation. Substantial differences of opinion now exist between the Government and the carriers on these subjects, and it may prove to be unfortunate that the Act seemingly makes no provision for the testing in the courts of the legal principles involved, until after a valuation has been completed.

Elements Entering into Land Values

The necessity, which was so long ago recognized, for economical transportation facilities caused all State Legislatures to provide for a means of acquisition, by railroad companies, of property and property rights in order that railroads might be constructed upon proper alignment and reasonable grades.

The rights of way owned by the railroad companies were acquired in this manner where the owner and the representatives of the railroad company could not agree as to the value of the property taken. Recognizing that the benefit to the community of a railroad constructed by the most direct available route might deprive property owners of something more than the mere proportionate part of the value of his property as a whole, represented by the area of the part taken, the legislatures and the courts have invariably held that the owner should be paid the difference between the value of his property before and after the taking of the part of the property required for the purposes of the railroad company.

* * * *

The railroad company thus acquired not merely a parcel of land, but property rights, the value of which must now be ascertained in finding the value of the railroad property as a whole.

The great difficulty in determining these values is generally recognized, and is fully dealt with in the brief recently filed by the railroad companies with the Interstate Commerce Commission.

How May "Depreciation" Be Fairly Defined?

The difficulty in connection with depreciation is largely caused by the failure to distinguish between deterioration and depreciation, as commonly understood. Deterioration is a change from a condition of newness.

Such a change is bound to occur, and in large and complex properties like railroads, which take several years to complete, many of the minor items, such as ties, entering into the construction, even at the time the property is first put into operation, are not absolutely new.

In a railway maintained in the best possible condition, all of its parts cannot be new at any one time. To call this change depreciation, and make a deduction from the cost of putting the part in place, is immediately to declare that the value of the investment is less than the cost necessary to create the property.

* * * *

Parts of a complex property like a railroad do not all wear out at once, and so long as they are replaced from time to time when replacement is due, the property as a whole has not depreciated. This is strikingly true of a roadbed, which has a greater value, when properly maintained, after years of use than it had when first constructed. In order to operate trains over the railroad with safety and speed, the roadbed must become settled, which takes several years; the ballast and ties and rails in the track must become adjusted, and this can only result as time, labor and the action of the trains and the elements bring about a solidified condition of the roadbed.

“Renewal Funds” Do Not Indicate Depreciation

Time also demonstrates that changes are desirable that are more than mere maintenance.

Certain parts of the property become inadequate or obsolete, and while possessing structural strength to perform the work for which they were designed, it is not longer desirable to keep them in service, from an economic standpoint. For this reason, even in the best and most adequately maintained railroad properties, renewal funds have of late years sometimes been created where earnings would permit of the setting aside

of a sum therefor. The creation of such a fund, however, should not be taken as an indication of depreciation in the property as it exists.

Replacements Paid for Out of Earnings

Unless public policy would permit the creation of such a fund, or the earning of a rate sufficient to care for such expenditures, the replacements would have to be wholly paid for out of new capital. To provide thus for the cost would be unwise because it would be uneconomical and would build up a disproportionate capitalization. The development of our transportation machine has been so rapid in recent years that statistics, unless very carefully analyzed, are misleading, for there has not been a proper distinction in accounting between expenditures for the replacement of parts in the course of maintenance and those which are for replacement by more efficient instruments. It is important in this connection to keep in mind the past practice of the carrier with respect to the creation of the renewal fund, where any has been created, and the future policy of the regulating body with reference thereto.

But few railroad properties exist today in the form in which they were originally constructed. The business of the past did not justify such vast expenditures as are now made, but frequently the question is raised as to whether the most economical way of producing the property in its present condition would not involve, even at the present time, the construction of at least some of the property which is not now in service, and which is designated as abandoned property.

The consideration of such expenditures is one of the problems of the Commission in determining the present cost of the reproduction of the property.

* * * *

The Interstate Commerce Commission had, up to September 15th last, served upon

the carriers twenty orders in connection with the valuation work. While the time allowed to comply therewith is less, in the judgment of the railroad representatives, than is reasonably necessary, the effort in all cases is being made to comply.

Information the Railroads Are Called Upon to Furnish

The orders provide for maps and profiles, inventories of stock materials and supplies, for schedules of land and equipment and the original cost thereof, and for a great number of schedules of prices paid by the carriers for materials and labor. Other orders call for information relating to abandoned property, and for information as to ownership of industrial side tracks not located on the right of way or station grounds of the railroad companies; for re-

ports as to aids, gifts, grants and donations, and for the preparation of a corporate history to be illustrated by a chart and accompanied by a descriptive statement.

For convenience of reference, but not deemed of any importance in determining value, the carriers are required to make reports as to portions of the property that they have leased, and to inventory their minute books and accounting and other records. In order to keep the inventory, when made, up to date, provision is made for keeping a record of additions, betterments and extensions, and also deletions.

Such a correction of the inventory, however, will not disclose (at any time) the value of the property, for the reason that its condition, earnings and other factors are vital elements, at any time, in determining the true value.

* * * *

As there is much earnest discussion and doubt as to whether the valuation work, when completed, will serve any useful purpose, I express the opinion that the results, when achieved, will convince the public that the railroad properties in the United States are worth much more than their present capitalization.

“What Is Publicity?”

From the London “Westminster Gazette,” November 24, 1915

This war has taught the public many things, and, among others, the value of Publicity.

The progressive business man has been conscious of its magic possibilities for years, *but now there can be no intelligent person who does not realize that, without it, nothing can be done.*

For Publicity or Advertising is the art of making known something of importance or general interest.

* * * *

The Government, once more, has had

to take a leaf out of the business man's book, and learn to advertise.

It has advertised the rates of pay to soldiers' wives, it has advertised its War Loan, it has advertised for money and mechanics and recruits, because only in this way could it make its projects known.

The “Crier” of Today

There were times in the past when a Crier with a bell and an extremely raucous voice could stand in a little market square

and acquaint the town at one fell swoop with the facts and edicts of the day.

But the orator might as well get up and discourse on literature in the Sahara for all the effect that would have on intelligence under modern conditions.

No; another plan has had to be devised whereby facts of moment are made known.

And the larger the number of people involved the more brilliant, lucid, and imaginative forms of publicity have had to be.

Publicity and National Intelligence

No business enterprise of any size can exist without publicity as a means of getting into touch with people's minds and needs and purses.

No single idea can bear any fruit until by publicity it has permeated the intelligence of vast numbers of thinking folk.

No big fund can be raised unless its object is cleverly and conscientiously explained.

No public man can win his country's confidence until publicity has made him known to multitudes, and so exalted him.

The same force is used to distribute ideas and great reputations and every-day commodities. It is only the method that varies.

* * * *

It is Publicity that has created a highly

⊗ ⊗ * ⊗

To spread the news of things, to publish interesting facts abroad, to stimulate men's minds, in short to advertise—make known—has become an art. Painters, draughtsmen, writers have lent it grace; business minds have given it lucidity and point. By its means an advertising expert can make a phonographic record on that most impressionable disc—the Public mind, creating markets, selling goods, or (as it has been seen) achieving service for the State.

What other force exists that can accomplish all these things?

sensitized, receptive National intelligence, and to thwart this by unwise censorship, whether of war news, books or plays, is a weak and stupid policy.

Business advertising proves repeatedly that *straightforwardness is the only policy.*

If a House advertises goods that are bad, or that do not come up to the standard predicted, this reacts upon itself.

For, to use publicity with real effect is like turning a huge searchlight on to outlines hitherto obscure; and if those outlines are found to be crooked, people soon ignore them.

So in the limelight of *knowledge*, falsity shrivels up—but the *truth* of things, however indigestible, is always educative.

* * * *

It costs huge sums of money for a business man to turn the searchlight of publicity on to his own enterprise. He takes good care that such a proceeding is thoroughly desirable.

The sales that accrue must be something more than a nine days' wonder; he wants the Public to be satisfied and so *come again.*

Dishonest publicity defeats its own ends; it makes no deep and *lasting* impression, which is what every business man wants.

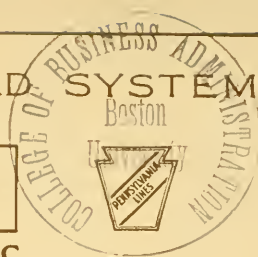
“There is no wisdom like frankness.”

—Benjamin Disraeli.



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

January 17, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

4

Promotions and Appointments

Lines East and West of Pittsburgh Insurance Department



F. A. GREENE

Assistant Superintendent, Insurance Department, Pennsylvania Railroad System

F. A. Greene was born in Philadelphia on March 14, 1878. He received his education at the Friends' Central School of that city and at the University of Pennsylvania.

Mr. Greene entered the service of the Pennsylvania Railroad on May 1, 1899, as Clerk in the office of the Auditor of Passenger Traffic, and

served in that office until April 15, 1903. During the summers of 1899 and 1900 Mr. Greene was assigned to duty in the Ticket Receiver's office at Atlantic City.

On April 15, 1903, Mr. Greene was transferred to the Insurance Department, and on January 1, 1904, was promoted to the position of Inspector.

On July 1, 1909, he was promoted to Chief Inspector, Insurance Department, and in this position has had charge of the inspection work, from an insurance standpoint, of all of the properties of the Pennsylvania System.

On January 1, 1916, Mr. Greene was appointed

to the newly created office of Assistant Superintendent, Insurance Department, Pennsylvania Railroad System.

Mr. Greene is a member of the Corinthian Yacht Club, of Cape May, and the Germantown Cricket Club, of Philadelphia.

Lines East of Pittsburgh Traffic Department



N. S. LONGAKER

District Passenger Solicitor, Philadelphia

N. S. Longaker was born at Allentown, Pa., on June 16, 1876. He was graduated from the Easton, Pa., High School in the class of 1892, and completed his education at Lafayette College.

Mr. Longaker entered the service of the Pennsylvania Railroad on August 10, 1900, as Stenographer in the office of the General Baggage Agent. He was appointed Special Agent, Baggage De-

partment, on November 1, 1902, and on August 1, 1904, was advanced to Traveling Passenger Agent, Pittsburgh District.

On March 1, 1913, Mr. Longaker was promoted to District Passenger Solicitor at Wilmington, Del., and on November 1, 1915, was appointed District Passenger Solicitor at Philadelphia.

Operating Department

J. E. McINTYRE

Supervisor, Middle Division

J. E. McIntyre was born November 20, 1877, and completed his education at the Central Manual Training School of Philadelphia. He was first employed by the Pennsylvania Railroad on November 28, 1899, as Rodman in the office of the Engineer of Construction. On September 24, 1900, he was transferred to the Philadelphia Division as Rodman. He became Transitman at

Altoona, Pa., on August 1, 1901, and on January 22, 1902, was promoted to Assistant Supervisor at Wilkes-Barre, Pa.

On June 1, 1903, he was assigned to duty at Jersey City, N.J., as Assistant Supervisor. He was advanced to Supervisor at York, Pa., on January 1, 1907, and was subsequently Supervisor at Watertown, Pa., and South Fork, Pa. On January 1, 1916, Mr. McIntyre was transferred to Mifflin, Pa., on the Middle Division, as Supervisor.

A. M. WILLIAMS

Supervisor, Buffalo Division

A. M. Williams was born April 9, 1881, and was graduated from Swarthmore College in 1902. He entered the Railroad service on June 1st of the same year, as Rodman in the Construction Department. He was transferred to the Sunbury Division as Rodman on February 23, 1903, and on October 13, 1903, was sent to the Renovo Division in the same capacity. He became Transitman at Altoona, Pa., on August 1, 1905.

Mr. Williams, on April 9, 1906, was promoted to Assistant Supervisor at Broad Street and Washington Avenue, Philadelphia. He was made Assistant Supervisor at Huntingdon, Pa., on January 1, 1909. On November 1, 1912, he was advanced to Supervisor at Titusville, Pa., and on January 1, 1916, was transferred, in the capacity of Supervisor, to the office of the Division Engineer, Buffalo Division.

R. W. E. BOWLER

Supervisor, Pittsburgh Division

R. W. E. Bowler was born January 16, 1883, and completed his education at Delaware College, from which he was graduated in 1905. He was first employed by the Railroad on June 25, 1905, as Rodman on the Maryland Division. On November 1, 1908, he was transferred to Altoona, Pa., as Transitman. He was promoted to Assistant Supervisor, Media Division, on November 15, 1909. On December 1, 1910, he was transferred to Columbia, Pa., as Assistant Supervisor, and on November 1, 1912, was assigned to similar duty at Harrisburg, Pa.

Mr. Bowler, on January 1, 1916, was promoted to Supervisor at South Fork, Pa., Pittsburgh Division.

EARL C. SMITH

Acting Supervisor, Buffalo Division

Earl C. Smith was born December 20, 1884, and was graduated from Lafayette College in 1905. He was employed on June 28, 1905, as Rodman on the Western Pennsylvania Division. On November 22, 1909, he was made Transitman in the office of the Engineer of Maintenance of Way.

Mr. Smith, on February 15, 1910, was promoted to Assistant Supervisor at Broad Street and Washington Avenue, Philadelphia. He was transferred, on May 1, 1912, to Haddonfield, N. J., on November 1, 1912, to Blairsville, Pa., and on June 16, 1913, to Huntingdon, Pa., in each case as Assistant Supervisor. On January 1, 1916, Mr. Smith was appointed Acting Supervisor at Titusville, Pa., Buffalo Division.

F. S. GATES

Assistant Supervisor, Middle Division

F. S. Gates was born January 4, 1883, and was graduated from Pennsylvania State College in 1905, with the degree of Mining Engineer. He was employed by the Pennsylvania Railroad on March 7, 1906, as Rodman on the Cresson Division. On May 1, 1909, he was transferred to the Maryland Division as Rodman, and on August 1, 1911, became Transitman in the office of the Engineer of Maintenance of Way.

Mr. Gates, on June 10, 1912, was promoted to Assistant Supervisor at Driftwood, Pa. He was transferred to Jamesburg, N. J., on May 1, 1915, and on January 1, 1916, was appointed Assistant Supervisor at Huntingdon, Pa., Middle Division.

L. ST. CLAIR PIÉ

Assistant Supervisor, Philadelphia Division

L. St. Clair Pié was born at Newark, Del., January 29, 1885. He was graduated from Delaware College in 1905, and was employed by the Railroad, on August 24, 1905, as Rodman on the Eastern Pennsylvania Division. He was made Transitman in the office of the Engineer of Maintenance of Way in May, 1912, and in November of that year he was made Assistant Supervisor, Trenton Division, at Mount Holly, N. J.

On May 1, 1915, Mr. Pié was transferred to the West Jersey and Seashore Railroad as Assistant Supervisor, at Woodbury, N. J., and on January 1, 1916, was again transferred to the Philadelphia Division as Assistant Supervisor.

CHARLES W. NEWELL

Assistant Supervisor, Trenton Division

Charles W. Newell was born at Philadelphia on May 7, 1885. He was graduated from the University of Pennsylvania in the class of 1909, with the degree of Bachelor of Science in Civil Engineering. He first engaged in railroad service on September 13, 1909, as Rodman on the Philadelphia, Baltimore and Washington Railroad. On May 11, 1914, he became Transitman in the office of the Engineer of Maintenance of Way.

Mr. Newell, on May 1, 1915, was promoted to Assistant Supervisor, in the office of the Valuation Engineer. On January 1, 1916, he was appointed Assistant Supervisor at Jamesburg, N. J., Trenton Division.

F. T. FISH

Assistant Supervisor, Middle Division

F. T. Fish was born June 28, 1885, at Conneautville, Pa., and completed his education at

Allegheny College. He entered the Pennsylvania Railroad service on April 14, 1910, as Rodman, on the Buffalo Division.

Mr. Fish, on February 1, 1915, was appointed Transitman in the office of the Engineer of Maintenance of Way, at Philadelphia. On December 15, 1915, he was promoted to Assistant Supervisor on the Middle Division.

J. V. GIBNEY

Assistant Supervisor, Office of Valuation Engineer

J. V. Gibney was born November 27, 1885, at Coatesville, Pa. He was educated at Bucknell University. He was employed in the Pennsylvania Railroad service on February 17, 1910, as Rodman in the Construction Department, and later transferred in same capacity to the Buffalo Division.

On February 1, 1915, Mr. Gibney was appointed Transitman in the office of the Engineer of Maintenance of Way, at Philadelphia. He was promoted, on January 1, 1916, to Assistant Supervisor, in the office of the Valuation Engineer.

ZENO N. KENT

Assistant Supervisor, West Jersey and Seashore Railroad

Zeno N. Kent was born June 24, 1888, at Chagrin Falls, Ohio. He was graduated in the class of 1910 from the Case School of Applied Science, at Cleveland, Ohio, with the degree of Bachelor of Science in Civil Engineering. He entered the Pennsylvania Railroad service on June 6th of the same year, as Rodman on the Sunbury Division, and became Transitman in the office of the Engineer of Maintenance of Way on May 1, 1915.

Mr. Kent, on January 1, 1916, was promoted to Assistant Supervisor at Millville, N. J., West Jersey and Seashore Railroad.

ANDREW R. SMILEY, JR.

Transitman, Office of Engineer of Maintenance of Way

Andrew R. Smiley, Jr., was born at Philadelphia on April 3, 1888, and was graduated from the University of Pennsylvania in the class of 1910, with the degree of Bachelor of Science in Civil Engineering. He entered the service of the Pennsylvania Railroad on October 3, 1910, as Rodman on the Trenton Division.

On December 15, 1915, Mr. Smiley was promoted to Transitman and assigned to duty in the office of the Engineer of Maintenance of Way.

FRANK D. COONER

Transitman, Office of Engineer of Maintenance of Way

Frank D. Cooner was born January 24, 1887, at Watstown, Pa., and was graduated from Pennsylvania State College in the class of 1909, with the degree of Bachelor of Science in Civil Engineering. He entered the Pennsylvania Railroad service in March, 1910, as Rodman on the Conemaugh Division. He was transferred to the Allegheny Division on October 25th of that year, and on June 7, 1915, was assigned to duty on the New Jersey Division, as Rodman.

Mr. Cooner, on January 1, 1916, was promoted to Transitman in the office of the Engineer of Maintenance of Way.

FRANKLIN B. JAMIESON

Transitman, Office of Engineer of Maintenance of Way

Franklin B. Jamieson was born February 4, 1888, at Homestead, Pa. He completed his education at the Carnegie Technical Schools, where he attended the Civil Engineering Department.

Mr. Jamieson entered the Pennsylvania Railroad service on November 12, 1909, as Chainman on the Pittsburgh Division. He became Rodman on the same division on November 1, 1910, and on January 1, 1916, was promoted to Transitman in the office of the Engineer of Maintenance of Way.

The man who is most to be wanted for positions of trust is the one who does not work for mere selfish gain, but for the love of the task. If he does his work for love of it, and not out of consideration alone for the result, he will serve his own interests best, for he will do his work well and thereby make himself indispensable to his employer ; and when the time comes to choose a man for a higher position the choice will likely fall upon him who has done his work well.

—William Howard Taft.

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

January 31, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

5

The Railroad Roll of Honor

"I have considered the pension list of the Republic as a roll of honor."

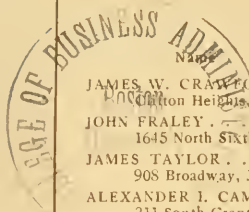
—President Grover Cleveland in a special
message to Congress, July 5, 1888.

Five men, each of whom had served the Pennsylvania Railroad System more than a half-century, were retired under the operation of the pension rules and placed on the "Roll of Honor" as of January 1, 1916. Altogether 51 employes were retired, and of this number 22 had worked more than 40 years each. Included in the list were nine Enginemen, five Clerks, four Conductors, four Laborers and one General Officer.

The "Roll of Honor" now totals 4561 names, and the amount spent in pensions since the plan was established on January 1, 1900, has been \$12,224,590.55.

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
CYRUS J. HERSHBERGER 1207 Fifth Avenue, Altoona, Pa.	ENGINEMAN	PITTSBURGH	52	9
JOHN TURNER 571 Royden Street, Camden, N. J.	CAR CLEANER	CAMDEN TERMINAL	52	8
WILLIAM M. YODER 1813 Poplar Grove Street, Baltimore, Md.	CLERK	BALTIMORE	52	4
GEORGE W. McNELLY 65 N. Dearborn Street, Philadelphia, Pa.	SWITCHMAN	PHILADELPHIA TERMINAL	50	7
GEORGE M. SIGLER 1616 Sixth Avenue, Altoona, Pa.	ENGINEMAN	PITTSBURGH	49	10
ELWOOD R. CRULL 326 Peffer Street, Harrisburg, Pa.	ENGINE INSPECTOR	PHILADELPHIA	48	7
SAMUEL BRACKIN 424 North Thirty-third Street, Philadelphia, Pa.	CLERK	PHILADELPHIA TERMINAL	47	11
JACOB W. FRANK 428 Cumberland Street, Harrisburg, Pa.	CONDUCTOR	PHILADELPHIA	46	4
WILLIAM F. MORRIS 37 Plumer Street, Oil City, Pa.	TELEGRAPH OPERATOR	ALLEGHENY	46	3
LEWIS H. SMITH 3156 Frankford Avenue, Philadelphia, Pa.	ASSISTANT TRAIN MASTER	PHILADELPHIA TERMINAL	45	1
FRANCIS A. BECKLEY 106 East Eighth Street, Wilmington, Del.	ENGINEMAN	MARYLAND	44	6



Name	Occupation	Division	Length of Service	
			Years	Months
JAMES W. CRAYFORD Locustton Heights, Pa.	CONDUCTOR	PHILADELPHIA TERMINAL	43	4
JOHN FRALEY 1645 North Sixth Street, Harrisburg, Pa.	ENGINEMAN	PHILADELPHIA	42	10
JAMES TAYLOR 908 Broadway, Juniata, Pa.	ENGINEMAN	MIDDLE	42	10
ALEXANDER I. CAMPBELL 211 South Grant Street, Kittanning, Pa.	FOREMAN	ALLEGHENY	42	6
JAMES T. HAAS 2826 West Chestnut Avenue, Altoona, Pa.	CAR REPAIRMAN	ALTOONA CAR SHOP	42	4
PATRICK KELLY, SR. 54 Brunswick Avenue, Lambertville, N. J.	TENDER REPAIRMAN	TRENTON SHOP	40	9
SIMON McCARTY Downingtown, Pa.	FOREMAN	PHILADELPHIA	40	7
SAMUEL C. MILLER 1363 South Paxon Street, Philadelphia, Pa.	ASSISTANT YARD MASTER	MARYLAND	39	8
OWEN J. O'BRIEN 316 North Fourth Street, Sunbury, Pa.	MACHINIST	WILLIAMSPORT	36	3
NATHAN FERTICH Wilkes-Barre, Pa.	CONDUCTOR	SUNBURY	36	
CHARLES H. PIERSON Cape May, N. J.	SWITCHMAN	WEST JERSEY AND SEASHORE RAILROAD	35	9
REUBEN BURG 2311 Jefferson Street, Harrisburg, Pa.	LABORER	PHILADELPHIA	35	
NORBERT SEIGRIST 2017 Third Avenue, Altoona, Pa.	HELPER	SOUTH ALTOONA FOUNDRY	34	8
WILLIAM H. WILSON Daylesford, Chester County, Pa.	CAB AGENT	PHILADELPHIA TERMINAL	34	6
JAMES WILSON Erie, Pa.	BLACKSMITH	RENOVO	33	10
CHARLES C. BOWEN Fourth and Walnut Streets, Sunbury, Pa.	ENGINEMAN	WILLIAMSPORT	33	9
ALEXANDER M. LOCKHART 175 Forty-fourth Street, Pittsburgh, Pa.	CLERK	CONEMAUGH	32	10
ANDREW H. CROSS Hollidaysburg, Pa.	CARPENTER	MIDDLE	32	4
OTTO ZUCH Columbia, Pa.	CLERK	PHILADELPHIA	31	8
CHARLES F. FLECKENSTEIN 1306 North Seventh Street, Harrisburg, Pa.	LABORER	PHILADELPHIA	31	6
SAMUEL B. COUNCIL 1521 Ninth Street, Altoona, Pa.	MACHINIST	ALTOONA MACHINE SHOP	30	4
THOMAS BECHTOLD Keating, Pa.	LAMPMAN	RENOVO	30	4
THOMAS CRAWFORD 7806 Kelly Street, Pittsburgh, Pa.	CLERK	PITTSBURGH	30	3
JOHN J. UHL Main Street, Phillipston, Pa.	STORE ATTENDANT	ALLEGHENY	28	7
JAMES RUSSELL 2236 Reed Street, Philadelphia, Pa.	WAREHOUSEMAN	PHILADELPHIA TERMINAL	28	6
ANNIE MORRIS 421 Beverly Road, Brooklyn, N. Y.	OFFICE CLEANER	MANHATTAN	27	9
EMANUEL RODENBAUGH R. F. D. No. 2, Norristown, Pa.	LABORER	SCHUYLKILL	26	6
CHARLES D. BEEGLE Bedford, Pa.	LIEUTENANT POLICE	BEDFORD	25	7
DANIEL WARNER 522 Twenty-ninth Avenue, Altoona, Pa.	SHOPHAND	JUNIATA SHOP	24	6
WILLIAM H. SMITH 1154 Cannon Street, Syracuse, N. Y.	BAGGAGE MASTER	BUFFALO	23	
JAMES J. McDEVITT 1833 Mole Street, Philadelphia, Pa.	CAR SEALER	PHILADELPHIA TERMINAL	20	6
JAMES PLATT 720 New Castle Avenue, Wilmington, Del.	OILER	MARYLAND	19	4

LINES WEST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
GEORGE W. DAVIS 819 Elberon Avenue, Cincinnati, Ohio.	GEN'L FREIGHT AGENT	VANDALIA RAILROAD	51	10
WILLIAM SCHULTZ 1711 North Street, Logansport, Ind.	PASSENGER ENGINEMAN	LOGANSPOET	47	3
RICHARD T. HUGHES Bradford, Ohio.	PASSENGER CONDUCTOR	INDIANAPOLIS	47	2
ANDREW BAILLIE 304 High Street, Effingham, Ill.	FOREMAN BRIDGE CARPENTER	ST. LOUIS	42	6

Name	Occupation	Division	Length of Service	
			Years	Months
LEONARD GRIBBEN	PASSENGER ENGINEMAN . . .	PITTSBURGH	39	3
410 West King Avenue, Columbus, Ohio.				
HIRAM F. REPASS	MASTER CARPENTER	ZANESVILLE	38	8
235 North Broad Street, Lancaster, Ohio.				
JOSEPH N. WILLIAMS	MATERIAL PLATFORM LABORER	INDIANAPOLIS TERMINAL . . .	36	
2311 East Washington Street, Indianapolis, Ind.				
*ISAAC N. HORNER	BAGGAGEMAN	EASTERN	35	1
Big Prairie, Ohio.				
EDGAR HECKER	YARD ENGINEMAN	ERIE AND ASHTABULA	34	9
1825 Sassafras Street, Erie, Pa.				
NATHAN KOONS	OIL DISTRIBUTOR	MICHIGAN	31	8
716 West Miami Avenue, Logansport, Ind.				
†JOHN P. BERTRAM	CROSSING WATCHMAN	PEORIA	25	5
Paris, Ill.				

*Retired, effective November 1, 1915.

†Retired, effective December 1, 1915.

Men Now Retiring Who Have Served the Pennsylvania Railroad More Than Half a Century



GEORGE W. DAVIS

LENGTH OF SERVICE, 51 YEARS 10 MONTHS

George W. Davis, General Freight Agent of the Vandalia Railroad, was placed on the "Roll of Honor" January 1, 1916. He is one of the most widely known railroad men in the Middle

West, and his retirement from active duty closed a very long career of unusual interest.

Mr. Davis was born at Baltimore, Md., December 21, 1845, and entered the service of the Little Miami Railroad as Clerk in the general freight office at Cincinnati, Ohio, on March 1, 1864.

Since that time he was, consecutively, Freight and Ticket Agent of the same road, and of the Cincinnati and Muskingum Valley Railroad, at Morrow, Ohio; Freight Agent of the Pittsburgh, Cincinnati and St. Louis Railway, at Dayton, Ohio; General Freight and Ticket Agent of the Cincinnati and Muskingum Valley Railroad, at Zanesville, Ohio; Division Freight Agent of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, at Richmond, Ind., and at Cincinnati, Ohio; General Freight Agent of the Cleveland, Akron and Columbus Railway, and Commercial Agent of the Pennsylvania Lines at Columbus, Ohio; General Freight Agent of the Vandalia Railroad, at St. Louis, Mo.

In his experience Mr. Davis has witnessed the chief steps in the development of modern railroading, from the days of wood-burning locomotives to the present.

Mr. Davis' father before him was in the railroad service. While a locomotive engineer he carried the President's message from Washington to Baltimore, the last time it was handled in this manner before the Morse code was perfected.



WILLIAM M. YODER

LENGTH OF SERVICE, 52 YEARS 4 MONTHS

William M. Yoder was born at Harrisburg, Pa., on December 3, 1845. He first entered the service of the Northern Central Railway as Messenger in the Telegraph Department, at Harrisburg, on May 15, 1863. He left the service on January 3, 1864, and re-entered it on April 1st of the same year, as Messenger in the office of the Chief Engineer at Harrisburg, where he remained until April 1, 1866, when the office of Chief Engineer was abolished.

Mr. Yoder was then transferred to the Northern Central's Bolton Shop, at Baltimore, as Clerk in the office of the Superintendent of Motive Power, which was located at that shop. Old Bolton Shop was abandoned and Mt. Vernon Shop built, and he was transferred, with the other force, to that point in September, 1873. The office of the Superintendent of Motive Power was transferred to Williamsport, Pa., on January 1, 1883, and Mr. Yoder was then retained at Mt. Vernon Shop as Clerk in the Shop Clerk's office. He was later transferred with the Mt. Vernon Shop force to Orangeville Shop on July 1, 1911. He was employed at that point when he was placed on the "Roll of Honor," January 1, 1916.

"He has filled the duties of the positions which he has held with faithfulness and conscientious attention to duty," was the comment made by the Superintendent of the Baltimore Division.

JOHN TURNER

LENGTH OF SERVICE, 52 YEARS 8 MONTHS

John Turner was born in Cork, Ireland, on December 12, 1845. He was left an orphan at an early age and emigrated to this country in 1861.

His first employment was as a farm hand in Chester County, Pa. He came to Camden, N. J., in May, 1863, and secured a position as Freight Handler. Freight at that time was transferred from Philadelphia to Camden in boats and then loaded into cars on the Jersey side and sent to all parts of the Camden and Amboy and West Jersey Railroads.

In 1874 Mr. Turner was transferred to the West Jersey Railroad Ferry, where his duty was to keep the wheelbarrows full of coal for the ferry-boats. This was before a horse and cart were used for this purpose. In addition, he also acted as Ferry Bridgeman and hooked up the boat on Sundays. At that time only one boat was operated in the Sunday service.

In 1891 he was transferred to the Camden and Atlantic Railroad at Cooper's Point, where he cleaned passenger cars, and in 1893 was transferred to Camden Terminal, where he has been employed ever since at the same occupation.

Mr. Turner has never incurred discipline for any misconduct or negligence of his duties. He was retired from active duty and placed on the Railroad "Roll of Honor" on January 1, 1916.



JOHN TURNER



GEORGE W. MCNELLY

LENGTH OF SERVICE, 50 YEARS 7 MONTHS

George W. McNelly was placed on the "Roll of Honor" of the Pennsylvania Railroad System on January 1, 1916.

Mr. McNelly entered the Railroad service on May 3, 1865, as Messenger. He remained in that position until April, 1879, when he was transferred to the train service. He was employed in the train service for 24 years, or until April, 1903. On the latter date he was appointed Switchman on the Philadelphia Terminal Division, and continued in that position until he was retired.



CYRUS J. HERSHBERGER

LENGTH OF SERVICE, 52 YEARS 9 MONTHS

Cyrus J. Hershberger, who was placed on the "Roll of Honor" on January 1, 1916, worked continuously as Engineman for the last 44 years of his extremely long service. He was born at Fordstown, Somerset County, Pa., on January 16, 1849, and went to work at the age of 12 years as Water Boy. Later he was Track Hand.

On March 9, 1868, Mr. Hershberger was transferred to the position of Fireman on the Pittsburgh Division, and on September 4, 1871, he was promoted to Engineman.

Facts About the "Roll of Honor"

Amount paid since Retirement plan was established on January 1, 1900 . .	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
\$9,256,663.17	\$2,967,927.38	\$12,224,590.55	
Total number of employees placed on Roll of Honor to January 1, 1916 . .	6962	2229	9191
Roll of Honor employees who have died	3510	1120	4630
Total number of employees on Roll of Honor January 1, 1916	3452	1109	4561

In Memoriam, December, 1915

LINES EAST OF PITTSBURGH

Name	Division	Age at Death Yrs. Mos.	Length of Service at Time Pensioned Yrs. Mos.	Length of Time on Pension Rolls Yrs. Mos.
JOHN C. IRVIN	ALTOONA MACHINE SHOP	87	43 2	15 11
CHRISTIAN KUEHNLE	NEW YORK	86 9	11 11	12 8
CHARLES SOUDERS	MARYLAND	86 5	10 6	15 11
EDWARD CODY	NEW YORK	83 9	34 6	13 8
ABSALOM F. MORTIMER	RENOVO	83 1	30 10	13
JOSEPH CARNEY	ALTOONA MACHINE SHOP	82 10	48	14 5
MICHAEL H. SMITH	PHILADELPHIA	81 1	25 10	11
ELEANOR S. CHRISTOPHER	NEW YORK	80 1	15 6	10
TERANCE DWYER	ALLEGHENY	79 8	38 9	9 8
THOMAS WALL	ELMIRA	79 6	41 7	12 5
THOMAS MANION	TRENTON	78 11	37 10	8 11
CHARLES H. UPDYKE	TRENTON	78 9	24 6	8 8
MORGAN WEST	PHILADELPHIA TERMINAL	77 6	35 4	7 5
JOHN F. MILLER	PHILADELPHIA TERMINAL	76	52	5 11
CHARLES H. HARKER	CAMDEN TERMINAL	75 2	24 11	5 2
JOHN KRAUS	PITTSBURGH	75 2	38	5 1
ANDREAS KOPFMANN	RENOVO	74 10	28 4	4 10
WILLIAM W. HICKMAN	MARYLAND	73 9	40	3 8
ALFRED SMITH	SUNBURY	73 6	37 1	7 2
THOMAS TIERNEY	MIDDLE	73 4	25 2	3 3
JOSEPH R. BRASHEARS	ALTOONA MACHINE SHOP	72 5	32	5 3
JAMES C. BARGER	ALTOONA MACHINE SHOP	71 7	42	1 7
ALEXANDER McCOY	CONEMAUGH	71 4	26 1	1 3
THORNTON B. METZ	PHILADELPHIA	71 4	41 5	6 3
JOHN DOUGHERTY	MARYLAND	71 2	18 6	1 2
JOHN T. RICHARDS	PHILADELPHIA	70 11	41 10	4
FREDERICK J. WILSON	TRENTON	70 11	21 10	10
WILLIAM H. SIMPSON	WEST JERSEY AND SEASHORE	70 6	30 3	3 4
THOMAS McNAMEE	MEDIA	69 6	40	10
RUFUS H. JOHNSON	MANHATTAN	69 6	32 5	4 5
ABRAHAM EDINGER	TRENTON	68 2	33 1	2 7
WILLIAM W. BOHN	GIRARD POINT STORAGE	66 1	36 11	6
SAMUEL JONES	NEW YORK	66	34 1	10
JOHN W. DORE, SR.	ALTOONA MACHINE SHOP	65 9	43 7	8

LINES WEST OF PITTSBURGH

Name	Division	Age at Death Yrs. Mos.	Length of Service at Time Pensioned Yrs. Mos.	Length of Time on Pension Rolls Yrs. Mos.
HUGH G. MILLOY	ERIE AND ASHTABULA	84 7	12 1	14 3
MARY SWEENEY	EASTERN	83 5	32 3	11 3
JANE MURPHY	GENERAL OFFICE	81 1	20 1	7 7
JOHN SULLIVAN	EASTERN	80 6	40 1	10 6
JAMES BURNS	WESTERN	80 5	33 11	8 4
WILLIAM H. CADY	PITTSBURGH	78 4	37 7	8 3
WILLIAM D. McKEAN	LOUISVILLE	75 1	19 7	5
WILLIAM A. WILSON	AKRON	72 1	24 1	2 1
J. L. CLOUSER	WAYNESBURG AND WASHINGTON R. R.	68 9	30 4	1 1
CHARLES HURST	EASTERN	68 6	37 5	13
W. E. DITTO	ZANESVILLE	68 5	43 3	3 3
EDMOND L. ROBERTS	INDIANAPOLIS	67 2	46 9	6
WILLIAM R. STAGE	INDIANAPOLIS	67	41 5	1 10

How One of This Railroad's Oldest Employes Views Life and Duty

The following letter was written, a few days before the end of 1915, by C. W. Kiger, Baggage Agent at Lock Haven, Pa., to the Superintendent of the Williamsport Division:

"You perhaps never received a letter like this from an employe before. I have now rounded out nearly 45 years of service with the best Railroad Company that exists today, always fair and lenient with its employes.

"I have tried to the best of my ability to do my duty. Sometimes, I presume, I have made mistakes; but you well know it is human to err and divine to forgive.

"In all my life I have been actuated by

one desire, and that is to do my duty well. How well I have accomplished it, I will leave for you to say.

"We are now about to close another page of life's history; 1915 will soon end. I trust that you and all of your employes will have the most cordial relations, and that each and everyone will work in harmony, in the year of 1916, for the success and prosperity of the Pennsylvania Railroad.

"I will now close, wishing you and yours a Merry Christmas and a Happy New Year, and trust you will have through life just storm enough to make the ending a glorious sunset."

Some Pennsylvania Railroad Men of More than 50 Years Ago

Reminiscences of railroading in the antebellum days and during the Civil War were exchanged by a little group of a half-dozen men who gathered not long ago at the home of one of their number, J. Howard Patton, of Greensburg, Pa. Four of the six had made more than a start as Pennsylvania Railroad men when the battle of Bull Run was fought.

The oldest man in point of service, Nathan B. Henry, was born April 17, 1843, and went to work for the Pennsylvania Railroad on April 1, 1857, as Freight Brakeman. He became Fireman on June 1, 1858, and Engineman on May 1, 1862. He was subsequently Signal Instructor and was retired from the active service of the Railroad on May 1, 1913.

Jacob K. Russell was born November 28, 1838. He entered the service on April 9, 1857, as Machinist Apprentice, and was

subsequently Machinist in the Railroad Shops at Altoona, Pa. He became Engineman in 1861 and worked on both the Pittsburgh and Tyrone Divisions. In 1874 he was made Foreman of the Engine House at Altoona. Mr. Russell was appointed Road Foreman of Engines, Pittsburgh Division, on January 1, 1878, and continued in that position for nearly 31 years, or until his retirement on December 1, 1908.

Edward Pitcairn was employed on October 1, 1859, at the age of 17, as Passenger Brakeman on the Pittsburgh Division. He was made Baggage Master between Pittsburgh and Philadelphia in 1862, and became Passenger Conductor on the Pittsburgh Division in 1864. Three years later he was made Assistant Train Master and Train Dispatcher. He was appointed Freight Train Master of the Pittsburgh Division in 1870, and worked in that ca-



SIX VETERANS OF THIS RAILROAD'S SERVICE

The members of this unusual group of old-time railroaders recently met at the home of J. Howard Patton, at Greensburg, Pa., for a little reunion and to swap stories of years ago. Mr. Patton, the host, is in the center. Standing at his right is William D. McKelvey, of Wilkinsburg, Pa., and at his left, Edward Pitcairn, of Wilkinsburg. Seated, from left to right, are Nathan B. Henry, of Pittsburgh; Jacob K. Russell, of Wilkinsburg, and George A. Cassidy, of Pittsburgh. All of them spent many years in the service of the Pennsylvania Railroad.

capacity for more than 41 years. He was retired on February 1, 1912.

W. D. McKelvey was born June 13, 1843, and began railroad work on October 1, 1860, when he was employed as Freight Brakeman. He became Fireman the next year, and was promoted to Engineman in 1864. On February 23, 1893, he was appointed Foreman of Engine House at Altoona, Pa., and remained in that position until his retirement from active work on July 1, 1912.

George A. Cassidy served four years in the Union army during the Civil War, enlisting in Company E, Sixty-fifth Pennsylvania Volunteers, on August 1, 1861. He had just returned to Washington the day before the assassination of President Lincoln, and acted as one of the guards of the body of the President. Mr. Cassidy, who

was born in 1844, became Fireman on September 1, 1865, and Engineman on June 1, 1867. Afterward he was Signal Instructor. He was retired on March 1, 1910.

J. Howard Patton, who is a brother of W. A. Patton, Assistant to the President of the Pennsylvania Railroad, entered the service in 1870, in the Maintenance of Way Department. He served as Fireman, was later associated with the office of the General Superintendent at Altoona, Pa., and was Agent of the Company at Claridge, Pa., on the Pittsburgh Division, for many years. Mr. Patton resigned from the Railroad service in 1906 to engage in the bituminous coal business. He is now president of the Howard Gas Coal Company, and is one of the successful operators of Western Pennsylvania.

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

February 9, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

6

The Value of a Smile

Some time ago the New York Sun published the following dispatch from London :

" Alice John Hodges, of Chelmsford, who died some time ago and whose will was probated today, bequeathed \$500 to Mrs. Walker, the wife of a bank cashier, for simply smiling pleasantly at the testatrix as they left church together. Mrs. Walker explained today that she sat near Miss Hodges in church and as she came out she smiled at her and exchanged a few pleasant words."

Commenting on this incident, the Watchman-Examiner, of New York, for December, 1915, said :

Now, there is no market for manufactured smiles. Mrs. Walker smiled because it was in her heart to smile. She did not smile with a legacy in view.

Smiles have brought to many richer legacies than Mrs. Walker received. They have brought the love and gratitude of burdened and lonely hearts.

Smiles do not cost much, but they accomplish wonders.

The other day we sat in a street car gazing into twenty faces burdened or sad or sullen. A mother came in with a little boy of three or four. He was a perfect picture of physical beauty. His little face was radiant. Suddenly he began to laugh. His mother tried to subdue him, but he kept on laughing.

Gradually the men and women in the car began to thaw out, and after awhile the whole company was smiling. The atmosphere of the car had changed.

That little boy had wrought a transformation, and a score of weary men and women went home with lighter hearts.

It hurt some of them to wrinkle up their faces into a smile, but after they had practiced a little they liked it.

How a Railroad Man Made a Record Running a Post Office

After 32 years of active work in the service of the Pennsylvania Railroad, John T. Brew, formerly Assistant Train Master at Erie, Pa., was on June 1, 1914, appointed by President Wilson Postmaster of that city. His administration has won him the commendation of the Post Office Department and many expressions of appreciation from the press and public of Erie.

The Christmas mail at Erie was the biggest in the history of the city, and according to all observers was the best handled. Backed by the newspapers, Postmaster Brew organized a campaign of education to get the people to mail their Christmas packages early, address them plainly in ink, and wrap them with strong paper and string.

Result—the “peak” of the rush came on December 20th, five days before Christmas, and when Christmas itself arrived the post office building was almost cleared of mail.

First Assistant Postmaster General Daniel C. Roper wrote to Mr. Brew as follows:

“The Department greatly appreciates your effective efforts and also the co-operation accorded you by the local press, and it would be pleased to have you convey this information to the papers.”

The Erie Daily Times said editorially:

“The day before Christmas found the building clear and clean as a whistle despite the deluge of Christmas bundles. This was accomplished only by the supreme effort of Postmaster Brew and his efficient staff of post office employes. From the



JOHN T. BREW

postmaster down to the smallest employe, all were on the job early and late, working double time and more in order that no Erie people might be disappointed on Christmas day.”

The same newspaper, in an article published on Christmas eve, after describing the thoroughness of the preparations that had been made to care for the Christmas mail, concluded as follows:

“Windows were kept open day and night, and from 7 o’clock until midnight John T. Brew, postmaster, was walking the floors overseeing the work.

“Every package and letter mailed to Erie people before 10 o’clock tomorrow morning will be delivered before Christmas night.

“That is the sort of service Erie people are delighted with today.”

Foreman of Railroad Paint Shop Twice Mayor of Altoona, Pa.

Simon H. Walker, who has served two terms as Mayor of Altoona, Pa., returned to private life on January 4, 1916, and resumed his duties in the railroad shops of that city. He was not a candidate for re-election. He was the first Mayor of Altoona under the commission form of government.

Mr. Walker is Assistant Foreman of the Paint Shop. He was born in 1856, and entered the service of the Pennsylvania Railroad in 1878 as Painter in the Altoona Car Shop. On March 29, 1893, he was transferred to the Juniata Shops.

On April 3, 1905, Mr. Walker began his first term as Mayor of Altoona. His term expired on April 6, 1908, and the following day he returned to work at Juniata. On May 1, 1908, he was promoted to Assistant Foreman of the Altoona Paint Shop.

Mr. Walker's second term as Mayor began on December 4, 1911, and ended January 3, 1916.



SIMON H. WALKER

Sanity and Laughter

Rev. Dr. Russell H. Conwell in his Lecture, "The Jolly Earthquake"

The Superintendent of a great insane asylum once told me that in 50 per cent. of all cases there was a time in the development of the disease when the patients lost the power of natural laughter; to restore this power was a long step toward a cure.

"There was once a jolly hearted man from Lowell, Mass.," he said, "who suffered severe business losses which caused him to stop laughing. Finally he became a dangerous maniac and was confined in a padded cell.

"The chief physician of the hospital tried an experiment. He got a big, jovial-faced member of the Order of Odd Fellows to come to the asylum every day and stand before the patient's cell and laugh, long and joyously.

"One day the patient himself began to laugh and did not stop until he fell down in a fainting fit. When he recovered consciousness he was clearly sane and was discharged in a few days, permanently cured. He had learned how to laugh again."

Gloom and insanity are so near of kin, cheerfulness and clear-thinking so closely allied, that alienists have warned of the need of frequent laughter for the rest and ease it gives the mind.

"FOR BRAVERY"

This medal was awarded by President Wilson, upon the recommendation of the Interstate Commerce Commission, to Harry E. Duey, Freight Brakeman on the Tyrone Division of the Pennsylvania Railroad. Mr. Duey's act of bravery consisted in climbing out on the pilot of a locomotive and lifting a little child from the tracks when he saw that the Engineman would not be able to stop in time. The medal was transmitted to Mr. Duey with a personal letter from the President, together with the Interstate Commerce Commission's findings of fact upon which the recommendation for the medal was based.

THE WHITE HOUSE
WASHINGTON

November



Dear Mr. Duey:

Pursuant to the provisions of the Act of Congress of February 23, 1905, an Act to Promote the Security of Travel upon Railroads Engaged in Interstate Commerce, and to Encourage the Saving of Life, you have been duly awarded a medal for extreme daring, whereby, on July 13, 1915, you imperiled your life in saving the life of another.

I am pleased to convey to you herewith this medal as a testimonial of the nation's appreciation of your courageous and praiseworthy act.

Sincerely yours,

Mr. Harry E. Duey,
Tyrone, Pennsylvania.

Enclosure.



INFORMATION

FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

February 24, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

7

Some of the Men Who Made This Railroad What It Is

There are in the neighborhood of Philadelphia more than 200 employes of the Pennsylvania Railroad now retired under the Company's pension plan, who get together every year for a reunion and banquet. Every man is over 65 years of age; most of them are over 70.

These employes, banded together as the Retired Men's Association of the Pennsylvania Railroad, held their third annual reunion on January 21st, at the P. R. R. Branch of the Y. M. C. A., in West Philadelphia. One hundred and sixty-five members of the Association were on hand when Rev. T. Asher Hess played the "long roll" as a signal for the move to the banquet room. The drum was the same one that Mr. Hess carried at the head of Company G, of the 128th Pennsylvania Volunteers, in the battles of Antietam and Chancellorsville.

William A. Patton, Assistant to the President of the Pennsylvania Railroad, acted



THE "LONG ROLL"

Rev. T. Asher Hess, now a Philadelphia clergyman, was the drummer boy of the 128th Pennsylvania Volunteers in the Civil War. Mr. Hess was one of the guests at the third annual banquet of the Retired Men's Association of the Pennsylvania Railroad. Before the banquet started he stood in the doorway and played the "long roll" on the same drum that he carried at the head of Company G at the battles of Antietam and Chancellorsville.

as Toastmaster at the banquet. Other guests of the Association who were present and made addresses included W. W. Atterbury, Vice-President in charge of Operation; W. Heyward Myers, Vice-President in Charge of Real Estate, Purchases and Insurance; Captain John P. Green, retired Vice-President; Hon. George V. Massey, retired General Counsel; E. B. Hunt, Superintendent Voluntary Relief Department; Col. John T. Layfield, of Wilmington, Del.; Walter M. Wood, General Secretary Y. M. C. A., Philadelphia.

The opening prayer was made by Rev. A. Pohlman, Pastor of the Temple Lutheran Church, Philadelphia, and the benediction was pronounced by Rev. Mr. Hess.

The President of the Retired Men's Association is J. K. Rynier, who was formerly an Engineman, and Eli B. Ruth, who was a Passenger Conductor at the time of his retirement, is Secretary.



This Picture shows the Members and Guests who attended the Third Annual Reunion and Banquet of the Retired Men's Association of the Pennsylvania Railroad, on January 21st at the P. R. R. Branch Y. M. C. A., at Philadelphia. These employees spent the years of their active work in this Company's service.

Retired Men's Association Members Present at Third Annual Banquet

Name	Age	Name	Age	Name	Age
JOHN M. ALBRIGHT	75	JOS. A. GRANT	77	W. H. METZGER	67
J. N. AITKIN	71	JESSE GOODACRE	73	W. H. McNEIL	76
JOHN E. BARKER	72	W. SCOTT GLASS	66	JACOB NEFF	66
GEO. H. BENDER	86	J. A. C. GERNER	71	T. C. OSMOND	69
J. L. BRYSON	73	R. A. GETTY	73	E. R. PASCHALL	79
GEO. W. BROWN HOLTZ	74	E. B. HOFFMAN	68	C. W. PETERMAN	65
J. T. BOOK	74	W. H. HARRISON	74	B. F. PHENEGER	71
EDWARD BRACKIN	72	R. J. HEIM	85	J. B. PEARL	71
R. F. BUFFINGTON	70	W. F. HAMBRIGHT	68	JOS. POWLEY	74
H. BOYER	75	W. H. HIPPLE	73	JACOB POWELL	77
JOHN W. BODINE	73	CHAS. HIPPLE	81	S. W. PINE	72
JACOB BARR	75	JOS. HERBERT	74	E. H. REITZEL	73
J. S. BREEMAN	75	ROBERT HALL	82	WM. ROSS	76
M. P. BUTLER	72	J. HAFLEIGH	75	J. K. RYNIER	74
JAS. R. BRUNBAUGH	71	W. H. HERMAN	70	W. H. ROBOTHAM	77
J. B. BURCHFIELD	73	JOHN HOOVER	71	R. A. RUSSELL	69
J. D. BENDER	67	CHAS. E. IHLLING	69	C. E. RUMPF	79
J. W. CROUSE	77	JEFFERSON JUSTICE	75	H. T. RAMBO	68
G. H. CANTWELL	70	E. N. JONES	78	J. J. RUDY	69
A. K. CURTIS	67	N. JACKSON	70	J. C. RUPERT	77
GEO. A. COBB	72	SAMUEL KNOWLES	73	JOHN REESE	78
A. G. COOPER	73	J. S. KNIPE	71	E. B. RUTH	72
DAVID G. CLARK	70	JOS. KILLEY	71	JOS. B. RYAN	68
A. A. CAMPBELL	71	E. W. KILLEY	68	A. RITTERSBACH	76
J. W. CRAIG	70	W. H. KACY	71	WM. SLOAN	72
ANDY CHAMBERS	72	JOHN KAUFFMAN	74	GEO. SMITH	71
C. P. COLLIER	70	JOHN KERNER	73	JONAS SELLERS	71
V. W. CALCUTT	78	W. C. KEAN	75	B. S. SMITH	69
WM. CONSYLMAN	68	S. T. KENNEDY	71	ARCH SNAVELY	70
JAS. W. CRAWFORD	70	SOLOMAN KREIDER	76	W. G. STROMMINGER	67
W. W. DAVIS	66	J. H. KOCHERSPERGER	75	A. H. SLIKER	79
C. N. DIVINNEY	67	J. P. LESLIE	72	JOHN W. SLEATER	69
JOS. DAVISH	78	ED. T. LUNGREN	74	C. W. SMITH	69
JOS. EVANS	90	J. W. LEITHISER	66	FREDERICK STOLZ	72
J. H. ELLIOTT	73	ALFRED LEWIS	69	D. H. SWOPE	69
J. M. EVANS	66	W. W. LAYER	69	W. R. SHUEY	67
JESSE EPPLEMAN	69	A. C. MILLER	71	W. J. STRICKLER	72
E. H. EYDE	73	CHAS. W. MILNER	75	F. C. TOMLINSON	80
GEO. W. EVANS	74	JOS. C. MARTIN	74	THOS. TROOP	76
WM. H. EBERLY	76	A. G. MANAHAN	75	JOHN M. THOMAS	71
S. T. FOSTER	68	MICHEL MEEKLEY	73	G. H. UPDEGRAFF	69
J. W. FRENCH	68	CHAS. MEREDITH	67	EUGENE VICKERS	74
H. M. ERNHARDT	83	C. H. MCGINLEY	66	JOHN H. WILLIAMS	71
MARTIN FORD	68	M. E. MANAHAN	68	JOHN WEIGLE	73
S. FADDIS	71	C. E. MARSHALL	71	FRANCIS WENRICK	81
FRANK FARRELL	70	C. P. MONTGOMERY	75	ROBT. E. WILLIAM	81
JOHN FOLK	73	S. T. MANAHAN	71	E. J. WAINWRIGHT	75
W. J. FOWLER	78	G. W. MERSHON	77	CHAS. WILHELM	79
D. R. FRALICK	74	A. McMINN	78	WM. BENDER WILSON	76
G. W. FAGER	71	J. C. MALLEY	83	W. A. WYLIE	76
W. E. FOLTZ	69	A. R. MELLINGER	74	H. L. WAMBAUGH	73
E. B. FREDERICK	77	W. S. MONROE	72	J. A. WILLITTS	75
JOHN A. FUNK	71	WM. MEEKLEY	66	A. WOOD	72
FRANK FENMORE	69	LEWIS C. MEGONIGAL	80	GEO. WILHELM	71
R. J. FOULON	67	ADAM McLEAN	73	WM. H. WILSON	65

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

February 29, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

8

The Railroad Roll of Honor

"I have considered the pension list of the Republic as a roll of honor."

—President Grover Cleveland in a special
message to Congress, July 5, 1888.

Of the 57 employes of the Pennsylvania Railroad System who were retired from active duty on February 1, 1916, under the pension rules, 24 had worked more than 40 years each and 5 had exceeded a half-century of service. There are now 4555 names on the Railroad "Roll of Honor" and the outlay in pensions since the plan was established 16 years and 2 months ago has been nearly \$12,350,000.

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
ANTHONY REILLY	STORE ATTENDANT	MANHATTAN	51	10
105 Virginia Avenue, Jersey City, N. J.				
WILLIAM C. FITE	FOREMAN	BALTIMORE	51	8
York, Pa.				
WILLIAM EDWARDS	ENGINEER	PHILADELPHIA	51	3
320 North Thirty-first Street, Philadelphia, Pa.				
JOHN HOLLINGSWORTH	GANG FOREMAN	RENOVO	50	9
Renovo, Pa.				
THOMAS C. SWEENEY	LABORER	PHILADELPHIA	49	10
Columbia, Pa.				
JOSEPH MERRILL	HOSTLER	WILLIAMSPORT	48	4
940 Railroad Avenue, Sunbury, Pa.				
WILLIAM WALKER	ENGINEER	PITTSBURGH	48	4
23 Seely Block, Pennsylvania Avenue and Beatty Street, Pittsburgh, Pa.				
WILMER MITCHELL	ENGINEER	WEST JERSEY AND SEASHORE	47	4
721 Linden Street, Camden, N. J.				
HENRY A. DEHUFF	ENGINEER	MIDDLE	46	1
Mifflin, Pa.				
GEORGE A. CLIVER	POSTMASTER	NEW YORK	44	10
15 McKinley Avenue, Trenton, N. J.				
TRUMAN F. WALKER	CLERK	ELMIRA	44	10
528 Edwin Street, Williamsport, Pa.				
TIMOTHY NAUGHTON	JANITOR	PHILADELPHIA	44	10
1103 North Second Street, Harrisburg, Pa.				
JAMES G. PYLE	FOREMAN	PHILADELPHIA	44	8
Lancaster, Pa.				
FREDERICK TOBERG	CONDUCTOR	PITTSBURGH	44	6
238 Hastings Street, Pittsburgh, Pa.				

Name	Occupation	Division	Length of Service	
			Years	Months
AUGUSTUS ROWE Bowie, Md.	SMOKE INSPECTOR	MARYLAND	43	1
JAMES R. VENABLES Delmar, Del.	ASSISTANT FOREMAN	DELAWARE	42	6
EDWARD W. S. MCCARL Clarks Ferry, Pa.	TRACK WATCHMAN	WILLIAMSPORT	41	1
MICHAEL NAUGHTON 310 Broad Street, Harrisburg, Pa.	SWEEPER	PHILADELPHIA	40	6
CHARLES L. JOHNSTON 209 Ashmore Avenue, Trenton, N. J.	SUB-FOREMAN	NEW YORK	40	4
JOSEPH A. SMITH Verona, Pa.	MACHINE HAND	CONEMAUGH	39	10
ADAM WOLF Wrightsville, Pa.	CARPENTER	PHILADELPHIA	38	9
RICHARD M. JOHNSON Harrington, Del.	TRACK FOREMAN	DELAWARE	37	9
PETER MULLIGAN South Bound Brook, N. J.	LABORER	TRENTON	37	5
ROBERT R. DUSHANE 426 Seventh Avenue, Juniata, Pa.	CONDUCTOR	PITTSBURGH	36	3
GEORGE C. BENNETT Lancaster, Pa.	ENGINEER	PHILADELPHIA	36	1
ABRAHAM H. MECKLEY Columbia, Pa.	ENGINEER	PHILADELPHIA	36	1
FRANK DUBERSON, SR. Mays Landing, N. J.	STATION CLEANER	WEST JERSEY AND SEASHORE	35	9
PETER F. CULP 1300 Market Street, Sunbury, Pa.	INSPECTOR AIR BRAKES	WILLIAMSPORT	35	9
PHILIP POFF Duncannon, Pa.	LABORER	MIDDLE	35	8
WILLIAM H. HARRISON 3629 Fairmount Avenue, Philadelphia, Pa.	MACHINIST	PHILADELPHIA TERMINAL	34	5
SAMUEL M. BRYAN 2009 North Sixth Street, Harrisburg, Pa.	CONDUCTOR	PHILADELPHIA	34	4
JACOB FAIR 520 Larimer Avenue, Turtle Creek, Pa.	STOWMAN	PITTSBURGH	33	7
JAMES O'HARE 3534 Chestnut Avenue, Baltimore, Md.	BLACKSMITH HELPER	BALTIMORE	33	1
MICHAEL B. KITCH Columbia, Pa.	ASSISTANT BAGGAGE AGENT	PHILADELPHIA	32	9
MARY E. READ Somers Point, N. J.	AGENT	PHILADELPHIA	31	2
PRESTON C. WEAVER, SR. 726 West Franklin Street, Baltimore, Md.	JANITOR	BALTIMORE	30	11
CHARLES H. TILTON Manasquan, N. J.	CROSSING WATCHMAN	TRENTON	30	10
RUDOLPH W. BUTTNER 218 Prospect Avenue, Baltimore, Md.	CAR CLEANER	BALTIMORE	30	9
PATRICK GREENE 511 West 146th Street, New York City.	MESSANGER	MANHATTAN	30	3
ALEXANDER GRIFFITH Marydel, Md.	CONDUCTOR	MARYLAND	30	
WALTER B. REYNOLDS 13 West Trinity Place, Williamsport, Pa.	ASSISTANT MEDICAL EXAMINER	RELIEF DEPARTMENT	30	
RICHARD B. MONTGOMERY High and Fourth Streets, East Brady, Pa.	CAR INSPECTOR	ALLEGHENY	26	8
JOHN BARRETT Elgin, Pa.	LABORER	RENOVO	26	1
SAMUEL VINCENT 6160 Columbia Avenue, Philadelphia, Pa.	STORE ATTENDANT	PHILADELPHIA TERMINAL	26	
GIUSEPPE DI V. BELLIZIA Monmouth Junction, N. J.	LABORER	NEW YORK	25	5
PATRICK BOLAND 205 Campbell Street, Williamsport, Pa.	CROSSING WATCHMAN	WILLIAMSPORT	21	8

Name	Occupation	Division	Length of Service	
			Years	Months
JAMES M. EBERLEIN 6605 Watt Avenue, Ben Avon, Pa.	PASSENGER CON- DUCTOR	CLEVELAND AND PITTSBURGH	52	10
RICHARD R. BENTLEY 1324 Third Avenue, New Brighton, Pa.	GENERAL BAGGAGE AGENT	PENNSYLVANIA LINES	45	5
DAVID ROYER 2357 Lawrence Avenue, Toledo, Ohio.	PASSENGER ENGINEMAN	TOLEDO	43	1

Name	Occupation	Division	Length of Service	
			Years	Months
NEWTON T. VANCE	TRACK FOREMAN	ERIE AND ASHTABULA	42	7
Bristolville, Ohio.				
JOHN L. CROZIER	CARPENTER	LOGANSPORT	42	4
729 Melbourne Avenue, Logansport, Ind.				
JOHN G. WILLIAMS	GENERAL COUNSEL	VANDALIA RAILROAD	38	
1221 North Delaware Street, Indianapolis, Ind.				
JOHN Q. A. McCORMICK	CLERK	UNION LINE	34	6
1905 Yale Street, N. S., Pittsburgh, Pa.				
JACKSON W. HARTZELL	TICKET AGENT	EASTERN	32	6
319 North Main Street, Orrville, Ohio.				
LEOPOLD HELLER	CARPENTER	CLEVELAND AND PITTSBURGH	32	4
1234 East Seventy-first Street, Cleveland, Ohio.				
JOHN WELDE	CAR REPAIRMAN	INDIANAPOLIS	31	4
731 South Fifth Street, Columbus, Ohio.				
JOHN V. BARTEL	BAGGAGE AGENT	INDIANAPOLIS	30	5
650 West High Street, Piqua, Ohio.				
*VICTOR B. STUBBINS	FOREMAN CAR SHOP	OHIO RIVER & WESTERN RY. CO.	28	7
517 Laurel Avenue, Zanesville, Ohio.				

*Retired, effective January 1, 1916.

Men Now Retiring Who Have Served the Pennsylvania Railroad More Than Half a Century



WILLIAM C. FITE

LENGTH OF SERVICE, 51 YEARS 8 MONTHS

William C. Fite, Foreman Plumber of the Baltimore Division, was placed on the "Roll of Honor" February 1, 1916. He was born in Dauphin County, Pa., on January 6, 1846, and

entered the service of the Northern Central Railway on May 16, 1864, as Carpenter on the Baltimore Division. He was assigned to work with the bridge building gang, with which he remained for about eight years, two of which were spent on the Susquehanna Division.

During the year 1865 the work of this gang consisted of building bridges between York, Pa., and Cockeysville, Md., for building second track.

On May 1, 1872, Mr. Fite was placed in charge of all the water stations of the Baltimore, Susquehanna and Shamokin Divisions. On August 1, 1873, the Susquehanna and Shamokin Divisions were detached from the Baltimore Division and Mr. Fite remained with the latter Division. On January 1, 1904, he was appointed Foreman Plumber of the Baltimore Division and continued in that position until his retirement from active service.

Mr. Fite has been stationed at York, Pa., since 1868, and at the time of his retirement was the oldest employe of the railroad in that city. When he first came to York the Northern Central was the only railroad reaching the town.

In 1874 Mr. Fite attended a picnic near Springwood, York Township, which marked the opening of the York and Peach Bottom Railroad, a narrow-gauge line. Later it became the York Southern Railway and, when changed to broad gauge, the Maryland and Pennsylvania.



JOHN M. HOLLINGSWORTH

LENGTH OF SERVICE, 50 YEARS 9 MONTHS

John M. Hollingsworth was born January 27, 1846, on a farm about a mile and a half west of Driftwood, Pa. When he was a year old his father died, leaving a widow and two other children.

At the age of four he was taken by his mother to Lewisburg, Pa., to visit an aunt. As there was no railroad at the time, the trip down the Susquehanna River was made on a raft.

The boy was left with his aunt at Lewisburg, and, after attending public school for some time, was apprenticed to learn the trade of house painting.

When the Confederates under General Lee invaded Pennsylvania, Mr. Hollingsworth responded to the call for volunteers and was mustered into the service in Company F, of the 195th Regiment, Pennsylvania Volunteers. On his return from the war he worked at the painter's trade.

In the spring of 1865 Mr. Hollingsworth came to Renovo, Pa., and entered the service of the Pennsylvania Railroad as Painter in the Maintenance of Way Department, assisting in the painting of the Kane and Erie Shops. He was later transferred to the Motive Power Department, where he was employed on car and engine painting until March 24, 1909, when he was placed in charge of the color room at Renovo, in which position he continued until placed on the "Roll of Honor," February 1, 1916.

ANTHONY REILLY

LENGTH OF SERVICE, 51 YEARS 10 MONTHS

Anthony Reilly was born in Balinrole, Mayo County, Ireland, in 1846. He sailed from his native country to the United States, landing in New York City on March 29, 1864. Three days after his arrival he entered the service of the Camden and Amboy Railroad, at Pier 1, New York, his first position being that of Laborer in the Marine Freight Department.

In 1872 he was transferred to the Star Union Line freight pier "E," at Jersey City, N. J., and the following year he was transferred to Harsimus Cove, at old Pier 2, now known as Pier "K." In 1899 his occupation was changed to Car Sealer. In 1900 he was made Lampman.

In 1910 Mr. Reilly was transferred to the Motive Power Department as Lamproom Attendant, and on June 1, 1915, he was transferred to Store Attendant, in which position he remained until he was placed on the "Roll of Honor," February 1, 1916.

It had been Mr. Reilly's intention, on arrival in this country, to go West, but as he was strolling around the pier on which he landed, watching some men at work, he saw a countryman friend shifting a gang plank. The friend induced him to remain in New York, and to enter the railroad service.



ANTHONY REILLY



JAMES M. EBERLEIN

LENGTH OF SERVICE, 52 YEARS 10 MONTHS

James M. Eberlein, one of the oldest employees, in point of service, on the Pennsylvania Lines West of Pittsburgh, was retired from active duty and placed on the Railroad "Roll of Honor" on February 1, 1916, having reached the age limit under the retirement rules.

Mr. Eberlein was born at Steubenville, Ohio, on January 5, 1846. He entered the service of the Pennsylvania Lines on February 18, 1863, as Freight Brakeman.

Mr. Eberlein was promoted to Freight Conductor on February 15, 1865, and to Passenger Conductor in May, 1875. He continued in that position during the remainder of his service.

WILLIAM EDWARDS

LENGTH OF SERVICE, 51 YEARS 3 MONTHS

William Edwards was born near Honeybrook, Pa., on January 10, 1848. He attended public school until he was about 14 years of age, working about the country at various jobs between school seasons.

On March 11, 1864, when he was 16 years old, he entered the service of the Railroad as Blacksmith's Helper in the Harrisburg, Pa., Shops. In June, 1865, he became Apprentice in the West Philadelphia Shops, finishing the trade of Machinist in June, 1869. He worked in the West Philadelphia Shops as Machinist for a few months after this and then engaged in other work for a time.

On January 8, 1872, Mr. Edwards re-entered the service as Locomotive Fireman. After firing "extra" for about one month he became a regular Fireman in through freight service between Philadelphia and Harrisburg, with runs on the Empire Line freight west and the National Line east. On June 21, 1875, he was promoted to Engineer, remaining in that capacity until he was placed on the "Roll of Honor," on February 1, 1916.

Mr. Edwards has the distinction of having been in charge of the first locomotive to enter the train shed of Broad Street Station, Philadelphia, when that station was first opened for service a generation ago.

Facts About the "Roll of Honor"

Amount paid since retirement plan was established on January 1, 1900 . . .	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
\$9,352,150.71	\$2,997,363.28	\$12,349,513.99	
Total number of employees placed on roll of Honor to February 1, 1916 . . .	7009	2241	9250
Roll of Honor employees who have died	3558	1137	4695
Total number of employees on Roll of Honor February 1, 1916	3451	1104	4555

In Memoriam, January, 1916

LINES EAST OF PITTSBURGH

Name	Division	Age at Death Yrs. Mos.	Length of Service at Time Pensioned Yrs. Mos.	Length of Time on Pension Rolls Yrs. Mos.
CYRUS VALENTINE	ALTOONA MACHINE SHOP	88 4	35 10	16
JOHN GABERT, SR.	TRENTON	87 1	34 8	16
JOHN DARMODY	NEW YORK	85 9	41 8	15 9
JACOB MILLER	ELMIRA	85 6	33 7	15 9
THOMAS H. VANSANT	BALTIMORE	84 5	38	14 4
NICHOLAS C. GILMAN	PHILADELPHIA	81 4	51 6	11 4
JOHN W. HULL	ALLEGHENY	81 4	40 1	11 3
GEORGE VIAGOFSKI	MARYLAND	81 4	18 3	11 4
ALMOND F. CARTER	BUFFALO	81 2	31 5	12 1
JACOB HEVNER	WILLIAMSPORT	80 3	30 3	13 7
GEORGE W. DAUGHERTY	ALTOONA CAR SHOP	79 11	4 1	9 10
OLIVER CONLEY	BALTIMORE	79 1	36 7	9 1
JOHN L. RALPH	MONONGAHELA	77 8	20 1	7 7
DAVID JOHNSON	MIDDLE	77 7	45 3	9
GEORGE S. FREEBURN	MIDDLE	77 5	49 7	11 2
JAMES H. SYLVESTER	TRENTON	77 3	47 3	9 4
MICHAEL J. CUNNEEN	MANHATTAN	77	42 1	7
JOHN H. CLEMMENS	WILLIAMSPORT	76 11	40 2	9 9
WILLIAM WALKER	PITTSBURGH	76 8	25 10	6 7
CHARLES MURRAY	TYRONE	76 6	43 9	10 5
SAMUEL B. HAINES	TRENTON	76 2	10 4	6 2
CHARLES H. RIGGS	WESTERN PENNA. DIVISION	75 10	40 8	5 10
JOHN E. LARKINS	WILLIAMSPORT	75	40 4	9 1
JAMES C. GRAY	PHILADELPHIA	74 10	46 11	4 10
PATRICK LIDDY	RENOVO	74 9	36 10	4 9
ALLEN HOWARD	BALTIMORE	74 5	46 11	4 5
HENRY F. EVANS	PHILADELPHIA	74 3	39 3	9
DANIEL HINDERLITER	SUNBURY	74 2	32 6	4 1
JACKSON PARSONS	CAMDEN TERMINAL	73 6	49 9	3 6
ARTHUR W. MECHEN	ALTOONA MACHINE SHOP	73 1	33	7 9
CHARLES SMITH	PHILADELPHIA TERMINAL	72 11	40 2	2 11
JACOB WETZEL	PHILADELPHIA TERMINAL	72 8	48 1	4 7
FREDERICK RODGERS	MARYLAND	71 9	48 9	5 7
JAMES A. MAGUIRE	TRENTON	71 3	29 5	1 3
JOHN W. WOOD	DELAWARE	71 3	36	3 8
JOHN HARRITY	ALTOONA MACHINE SHOP	70 8	39 1	7
GEORGE LAFFERTY	ALTOONA CAR SHOP	70 7	44 1	6
ARLANDO H. BARWIS	ALTOONA MACHINE SHOP	70 6	42 5	5
TIMOTHY A. SULLIVAN	ALTOONA CAR SHOP	70 6	54 3	5
PATRICK McDONALD	MEDIA	70 3	48 5	3
JOHN H. DAVIS	SUNBURY	69 4	35 9	2 8
JAMES MORELAND	PHILADELPHIA TERMINAL	69 3	33	9
WILLIAM KUHN	ALTOONA CAR SHOP	68 7	38 7	2 4
CALVIN G. TURNER	MARYLAND	67 6	44 5	2 6
EDWARD F. BROOKS	PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD	67 3	41 7	1 9
EDWARD BAXTER	PHILADELPHIA TERMINAL	67 2	43	1 9
JAMES CULNEN	NEW YORK	66 10	41 7	1 9
THOMAS WELLS	RENOVO	65 8	38 3	5

LINES WEST OF PITTSBURGH

Name	Division	Age at Death Yrs. Mos.	Length of Service at Time Pensioned Yrs. Mos.	Length of Time on Pension Rolls Yrs. Mos.
JAMES MEANS	PITTSBURGH, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY	. 86	45	14
MAX FINDLING	CHICAGO TERMINAL . . . . .	. 85 5	35 8	15
A. G. GRAY	CINCINNATI . . . . .	. 84 9	44 5	14 8
JOHN MANNING	PITTSBURGH . . . . .	. 84 5	43 6	14 5
WILLIAM TAYLOR	MARIETTA . . . . .	. 84 2	31	14 2
J. W. SCHNEIDER	INDIANAPOLIS . . . . .	. 79 8	17 4	9 7
T. J. RODABAUGH	WESTERN . . . . .	. 79 3	44 4	9 2
WILLIAM MEEHAN	CLEVELAND AND PITTSBURGH . . . . .	. 78 2	18 11	8 2
DENIS QUINLAN	CLEVELAND AND PITTSBURGH . . . . .	. 77 2	46	7 2
CHARLES H. FOX	NORTHERN . . . . .	. 77	22 7	5 11
JOHN WELSH	PITTSBURGH . . . . .	. 76 6	21 10	6 5
WILLIAM CORBETT	CLEVELAND AND PITTSBURGH . . . . .	. 74 8	45 8	5 10
PATRICK SKEHILL	EASTERN . . . . .	. 73 10	46	3 9
O. N. TOLAND	RICHMOND . . . . .	. 71 8	44 7	1 7
L. L. GILBERT	GENERAL OFFICE . . . . .	. 71 6	33 7	1 5

The following poem was written by George C. Wilkins, retired General Agent at Baltimore, and was dedicated to his "friend of many years," William A. Patton, Assistant to the President of the Pennsylvania Railroad. The poem was inspired by the third annual reunion, in Philadelphia, of the members of the Retired Men's Association of the Pennsylvania Railroad, which was held on January 21, 1916.

Comfort to the Octogenarians

*"For he knoweth our frame, he remembereth that
we are dust."—103d Psalm*

<p>When four-score years are numbered with the past, We pause, and ponder o'er the way we've trod, And thinking of the judgment-day at last, We seek the sentence of a righteous God.</p> <p>How sweetly then to the grief-stricken soul There comes the Psalmist's words of hope to cheer, To aid and comfort as we near the goal, Breathing a benediction to the listening ear.</p>	<p>Like as a father pitieth his child, the Lord Will pity give if we fear Him and trust, Our frame He knoweth, and He will accord Judgment with mercy, remembering we are dust.</p> <p>So let us gird our toil-worn loins anew, And tread our daily pathway without fear, The love that watched us all our journey through Will not desert us as the end draws near.</p>
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Notes About Retired Employes



RICHARD R. BENTLEY

Richard R. Bentley, General Baggage Agent of the Pennsylvania Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway and the Vandalia Railroad, was retired from active duty on February 1, 1916, and placed on the "Roll of Honor." He had been in the service of the Pennsylvania Lines 45 years and 5 months.

Mr. Bentley was born January 17, 1846, at St. Louis, Mo. His first railroad work was in the capacity of Baggage Clerk in the service of the Chicago and Alton Railroad at St. Louis, from 1868 to 1870. In the latter year he was employed by the Terre Haute and Indianapolis Railroad as Baggage Agent at St. Louis.

From 1874 to December 31, 1881, he was General Baggage Agent of the Vandalia Lines. On January 1, 1882, he was appointed to the office which he held at the time of his retirement.

* * * *

H. F. REPASS, who had been for more than 33 years Master Carpenter of the Zanesville Division, was placed on the "Roll of Honor" January 1, 1916. On the same day he assumed office as Mayor of Lancaster, Ohio, a city of 15,000, in which he makes his residence. He was chosen Mayor in the November, 1915, election.

Mr. Repass was born in Wythe County, Va., on December 13, 1845. He received his education in the public schools, and first entered the service of the Pennsylvania Company, as Carpenter, on April 3, 1877. He was later advanced to Carpenter Foreman, and on August 1, 1882, was promoted to Master Carpenter of the Zanesville Division, where he remained until his retirement on reaching the age limit. He was in the service altogether 38 years and 8 months.

As a token of the esteem in which he was held by the men working under his supervision, these employes of the Pennsylvania Lines on January 1st presented Mr. Repass with a Masonic ring set with diamonds. The presentation was made at a meeting in the Town Hall of Lancaster.

* * * *

JERRY O'NEILL has been elected Treasurer of the Pennsylvania Railroad Veterans' Honor Roll Association, Elmira Division. Mr. O'Neill succeeds C. T. Lundy, who was placed on the Membership Committee, in place of J. Featherman, resigned. The organization is composed of retired employes of the Elmira Division.

* * * *

WILLIAM W. WAGNER, who was placed on the "Roll of Honor" December 1, 1915, as Engineer on the Maryland Division, recently gave the following reminiscences of his career of 46 years and 5 months, during which time he never had an accident.

"Never but once in my service did I have to get off my engine, and on that occasion it was a broken rail that made me throw on the brakes and bring the train to a stop. As it turned out, I really did not have to get off even then, for no damage was done.

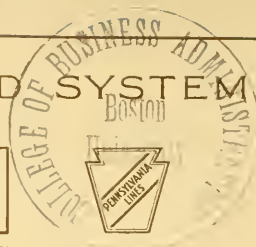
"I have run everything that could be run in my time—freight trains, passenger trains, yard engines and work trains. My first engine weighed about ten tons and its cylinders measured 10 by 14 inches. My biggest tipped the scales at ninety tons and its cylinders were 24 by 28 inches."

Mr. Wagner has a photograph of the first locomotive he ever drove, a yard engine with only three wheels on each side and a narrow smokestack topped with a bowl like a "bulldog" pipe. It had no tender, but carried coal on a platform. He operated this engine in the old Sixth Street Station Yards at Washington, D. C., in the early '70's.



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

March 13, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

9

Promotions and Appointments

Lines East of Pittsburgh Purchasing Department



WILLIAM H. FARRADAY
Assistant Purchasing Agent

William H. Farraday was born in Philadelphia, April 2, 1876, and was educated in the public schools of that city.

Mr. Farraday entered the service of the Pennsylvania Railroad, as Clerk in the Purchasing Department, on July 10, 1893, serving in various

clerical positions until May 1, 1898, when he obtained leave of absence and volunteered in the United States Army for service in the Spanish-American War, with the First Pennsylvania Infantry, with which he had long been prominently identified while it was a militia organization.

At the expiration of the war Mr. Farraday re-entered the service of the Pennsylvania Railroad, continuing in different clerical positions in the Purchasing Department until July 1, 1906, when he was made Chief Clerk of the Department. On April 1, 1911, he was promoted to the position of Chief Clerk to the Fifth Vice-President,

and when the practice of designating the Vice-Presidents numerically was discontinued, he was made Chief Clerk to the Vice-President in charge of Real Estate, Purchases and Insurance.

On February 9, 1916, Mr. Farraday returned to the Purchasing Department through his appointment as Assistant Purchasing Agent.

Traffic Department



J. B. LARGE

Division Freight Agent, Buffalo, N. Y.

J. B. Large was born in Philadelphia, Pa., August 18, 1882. He was educated at the Protestant Episcopal Academy of that city and at the University of Pennsylvania.

Mr. Large entered the service of the Pennsylvania Railroad on October 7, 1902, as Clerk at Germantown Junction, and in the summer of the following year he was transferred to the Rate Room in the General Office at Broad Street Station. On May 1, 1906, he was promoted to Traveling Freight Solicitor, Boston District. On October 1, 1907, he was made District Freight Solicitor at Providence, R. I. On February 1, 1910, he was promoted to Freight Solicitor at Reading, Pa., and on May 8, 1912, he was appointed Division Freight Agent of the Erie and Northern Divisions, with headquarters at Erie.

On March 1, 1916, Mr. Large was appointed Division Freight Agent at Buffalo, N. Y.



WILLIAM C. GLYNN

Division Freight Agent, Erie, Pa.

William C. Glynn was born at Rouseville, Pa., October 24, 1872. He entered the service of the Pennsylvania Railroad on December 15, 1890, as Telegraph Operator and Agent. On February 11, 1892, he was appointed Joint Clerk of the Allegheny Valley Railroad and the Western New York and Pennsylvania Railway, with headquarters at Oil City, where he remained until April 23, 1900, when he was promoted to Chief Rate Clerk in the office of the General Freight Agent of the Western New York and Pennsylvania Railway at Buffalo, N. Y. On August 1, 1900, he was again transferred to Chief Rate Clerk in the Division Freight Agent's office, Buffalo and Allegheny Valley Division.

Mr. Glynn was advanced to the General Freight Agent's office at Broad Street Station, Philadelphia, on June 1, 1906, as Chief Clerk to Chief of Tariff Bureau, and on July 15, 1908, he was

promoted to Chief Clerk to the Division Freight Agents at Pittsburgh. On June 1, 1911, he returned to the General Offices at Philadelphia, as Chief Clerk to the General Coal Freight Agent, and on October 1, 1912, he was promoted to Division Freight Agent at Altoona, Pa.

Mr. Glynn was appointed, on March 1, 1916, Division Freight Agent at Erie, Pa.

E. S. NEILSON

Division Freight Agent, Altoona, Pa.

E. S. Neilson was born at Warrenton, Va., on July 22, 1887. He first entered the service of the Pennsylvania Railroad in 1904, as Clerk in the office of the General Freight Agent. In 1909 he was promoted to the position of Freight Solicitor at New Haven, Conn. On November 1, 1913, he was appointed Freight Solicitor at Harrisburg, Pa., and on January 1, 1914, he became Freight Solicitor at Pittsburgh, Pa.

Mr. Neilson, on March 1, 1916, was promoted to Division Freight Agent at Altoona, Pa.

GEORGE ASHBRIDGE, JR.

Freight Solicitor, Philadelphia

George Ashbridge, Jr., was born at Whitford, Pa., on May 19, 1883. He entered the service of the Pennsylvania Railroad in 1903, as Clerk in the office of the Freight Claim Agent at Philadelphia, and was made Freight Solicitor on the New Jersey Division in January, 1912. He was promoted to Freight Solicitor, at New York, on January 1, 1914.

On February 15, 1916, Mr. Ashbridge was appointed Freight Solicitor at Philadelphia, with office in the Bourse.

ROBERT S. MERKEL

Freight Solicitor, Philadelphia

Robert S. Merkel was born at Philadelphia on November 8, 1876. He was first employed in the railroad service on July 10, 1901, as Clerk, in the Shackamaxon Street Freight Station, Philadelphia. On November 11th of that year he was transferred to the Empire Line as Clerk, and on January 1, 1904, was advanced to Freight Solicitor. On January 1, 1908, he became Freight Solicitor for the Anchor Line, and on March 1, 1910, for the Star Union Line. On August 1, 1912, he was transferred to the District Freight Agent's office at Philadelphia, as Freight Solicitor, and on January 1, 1914, became Anchor Line Agent at Philadelphia.

Mr. Merkel, on January 1, 1916, became Freight Solicitor, Pennsylvania Railroad, at Philadelphia, with office in the Bourse.

WALTER ALLISON

Freight Solicitor, Philadelphia

Walter Allison was born at Villa Nova, Pa., on January 17, 1888. He entered the service on May 1, 1909, as Stenographer, Empire Line. On March 10, 1910, he was promoted to Freight Solicitor of the Empire Line at Philadelphia, and on July 1, 1912, was transferred to the Anchor Line in the same capacity.

Mr. Allison, on January 1, 1916, was appointed Freight Solicitor, Pennsylvania Railroad, at Philadelphia, with office in the Bourse.

W. C. DIXON

Freight Solicitor, New York

W. C. Dixon was born in New York City on February 19, 1882. He entered the service on October 16, 1899, as Clerk on the New Jersey Division. On April 1, 1904, he was advanced to Freight Solicitor, and on January 1, 1909, was transferred to the Division Freight Agent's office. On December 1, 1911, Mr. Dixon became Agent at Brooklyn, and on March 1, 1915, was made Agent of the Anchor Line at New York.

Mr. Dixon, on January 1, 1916, was appointed Freight Solicitor, Pennsylvania Railroad, at New York, with office in the Woolworth Building.

W. D. CROULEY

Freight Solicitor, New York

W. D. Crouley was born at Redwood Falls, Minn., on March 16, 1879. He entered the service on May 1, 1905, as Freight Solicitor in the Star Union Line office at Minneapolis, Minn. On February 1, 1916, he was transferred to the District Freight Agent's office in Philadelphia, as Freight Solicitor.

Mr. Crouley, on February 15, 1916, was appointed Freight Solicitor at New York, with office in the Woolworth Building.

K. P. JOHNSTON

Freight Solicitor, New York

K. P. Johnston was born at Yonkers, N. Y., on October 29, 1876. He was employed in the service of the Anchor Line at Chicago, on November 20, 1898, as Clerk. On March 1, 1900, he was transferred to New York in a similar capacity. He was promoted to Freight Solicitor, Anchor Line, at New York on November 30, 1911.

Mr. Johnston, on January 1, 1916, was appointed Freight Solicitor, Pennsylvania Railroad, at New York, with office in the Woolworth Building.

HOWARD D. WIMER

Freight Solicitor, Easton, Pa.

Howard D. Wimer was born at Philadelphia on December 26, 1888. He entered the service on August 14, 1908, as Messenger, Philadelphia Terminal Division. Three months later he became Clerk and on March 1, 1909, was made Warehouseman. A few weeks later he was appointed Clerk again, and on March 1, 1910, was transferred to the General Freight Agent's office in that capacity. On March 16, 1914, he became Chief Clerk to the New England Freight Agent at Boston, Mass.

Mr. Wimer, on March 1, 1916, was promoted to Freight Solicitor at Easton, Pa.

J. C. WILSON

Freight Solicitor, New York

J. C. Wilson was born at Trenton, N. J., on October 20, 1882. He entered the service of the Anchor Line at New York on April 12, 1904, as Clerk and Telegraph Operator. He was promoted to Freight Solicitor, Anchor Line, at New York, on March 15, 1906.

On January 1, 1916, Mr. Wilson was appointed Freight Solicitor, Pennsylvania Railroad, at New York, with office in the Woolworth Building.

Operating Department

JOSEPH B. BAKER

Supervisor, Office of Assistant to General Manager

Joseph B. Baker was born December 20, 1882. He completed his education at the University of Pennsylvania, being graduated in 1905 with the degree of Bachelor of Science in Civil Engineering. He entered the service on July 1st of that year, as Rodman in the Construction Department. He was transferred to the Maintenance of Way Department in the following year, and on April 1, 1909, was made Transitman at Altoona, Pa. He was advanced to Assistant Supervisor at Watsontown, Pa., on January 1, 1910, and at Newport, Pa., on November 1, 1912.

On February 1, 1916, Mr. Baker was promoted to Supervisor, office of the Assistant to General Manager.

ALVIN G. ANDREW

Assistant Supervisor, Renovo Division

Alvin G. Andrew was born September 8, 1884, at Naugatuck, Conn. He was graduated in 1906 from the Sheffield Scientific School, Yale University, with the degree of Bachelor of Philosophy. He entered the railroad service on August 29, 1906, as Rodman on the Tyrone Division, and afterward served in the same capacity in the Principal Assistant Engineer's office at Altoona, Pa. He became Transitman in the office of the Engineer of Maintenance of Way on March 1, 1913, and on July 1, 1913, was promoted to Assistant Supervisor, Cresson Division.

On February 1, 1916, Mr. Andrew was appointed Assistant Supervisor on the Renovo Division.

BOYD M. FRYMIRE

Assistant Supervisor, Middle Division

Boyd M. Frymire was born January 25, 1883, at Montandon, Pa. He completed his education at Bucknell University, and entered the service of the Pennsylvania Railroad, February 19, 1906, as Rodman on the New York Division.

On April 1, 1910, Mr. Frymire was transferred to the office of the Principal Assistant Engineer, Jersey City. He was advanced to Transitman, office of the Engineer of Maintenance of Way, on May 15, 1912, and was promoted to Assistant Supervisor, Cresson Division, on November 1, 1912. On May 1, 1915, he was transferred to the Renovo Division at Driftwood, Pa., as Assistant Supervisor.

Mr. Frymire, on February 1, 1916, was appointed Assistant Supervisor, Middle Division.

CROWELL M. DENNIS

Assistant Supervisor, Cresson Division

Crowell M. Dennis was born March 21, 1887, at Princeton, N. J. He was graduated from Princeton University in 1909, with the degree of Civil Engineer, and entered the service of the Pennsylvania Railroad on June 15, 1910, as Rodman on the Baltimore Division. On May 1, 1915, he was appointed Transitman in the office of the Engineer of Maintenance of Way at Philadelphia.

Mr. Dennis, on February 1, 1916, was promoted to Assistant Supervisor on the Cresson Division.

ARTHUR W. FISHER

Assistant Supervisor of Signals, Pittsburgh Division

Arthur W. Fisher was born October 6, 1886, at Buffalo, N. Y. He was graduated from Penn-

sylvania State College in 1910, with the degree of Electrical Engineer, and entered the railroad service on July 1st of that year, as Signal Apprentice. On October 20, 1913, he became Assistant Inspector of Signals, General Office, and on August 1, 1914, was made Assistant Supervisor of Signals, Baltimore Division.

Mr. Fisher, on March 1, 1916, was appointed Assistant Supervisor of Signals, Pittsburgh Division.

PAUL L. SILVIUS

Transitman, Office of Engineer of Maintenance of Way

Paul L. Silvius was born June 6, 1886, at Sunbury, Pa. He was graduated from Bucknell University in 1910, with the degree of Bachelor of Science in Civil Engineering. He was first employed in the Pennsylvania Railroad service on February 9, 1911, as Chainman on the Sunbury Division. He became Rodman on the same Division on May 1st of that year.

On February 1, 1916, Mr. Silvius was promoted to Transitman in the office of the Engineer of Maintenance of Way.

JOHN W. WHIPPO

Assistant Supervisor of Signals, Trenton Division

John W. Whippo was born April 9, 1883, at Hublersburg, Pa., and was graduated from the Bellefonte, Pa., High School. He entered the railroad service on April 22, 1907, as Signal Repairman on the Pittsburgh Division. He became Signal Foreman in the same Division on January 1, 1910. On November 1, 1913, he was appointed Assistant Inspector of Signals, General Office.

Mr. Whippo, on February 1, 1916, was appointed Assistant Supervisor of Signals, Trenton Division.

CHARLES M. WHEELER

Assistant Supervisor of Signals, Baltimore Division

Charles M. Wheeler was born June 29, 1889, at Le Boeuf, Pa., and was graduated from Pennsylvania State College in 1911, with the degree of Bachelor of Science in Electrical Engineering. He was first employed by the Railroad on July 1, 1911, as Signal Apprentice, and became Assistant Inspector of Signals, General Office, on February 1, 1915.

On March 1, 1916, Mr. Wheeler was promoted to Assistant Supervisor of Signals, Baltimore Division.

JACOB BRIGHT

Assistant Division Operator, Pittsburgh Division

Jacob Bright was born January 23, 1888, at Hamburg, Pa. He was graduated from Lehigh University in 1910 with the degree of Civil Engineer and entered the service of the Pennsylvania Railroad on July 1st of the same year, as Signal Apprentice. He became Assistant Inspector of Signals, General Office, on July 15, 1913, and Assistant Supervisor of Signals, Trenton Division, on January 15, 1914. He was transferred to the Pittsburgh Division, in the same capacity, on October 1, 1914.

On February 21, 1916, Mr. Bright was promoted to Assistant Division Operator, Pittsburgh Division.

WHERE THE ACID TEST RULES

There is no center in the world where the label counts less, where it is less possible to bequeath position, however backed by wealth, where the shine and effect of a great name is more quickly rubbed off if the bearer does not prove his worth, where the acid test of personal efficiency is more strictly applied, where strength and talent are more certain to come to the top, than in the great mart of American Business.

—Otto H. Kahn in the February, 1916, number of *The World's Work*.

Lines West of Pittsburgh

Traffic Department



CHARLES S. SHOEMAKER

General Baggage Agent, Pennsylvania Lines West

Charles S. Shoemaker was born at Mauch Chunk, Pa., on February 3, 1864. He received his education in the public schools of Mauch Chunk, Philadelphia, Chester and Harrisburg, Pa.

On June 1, 1879, Mr. Shoemaker entered the service of the Pennsylvania Railroad as Clerk in the office of the District Passenger Agent at Harrisburg, continuing in that position until November 30, 1882. On December 1, 1882, he became Clerk to the Traveling Passenger Agent, Chicago and Alton Railroad, at Harrisburg, and on February 1, 1883, accepted the position of Chief Clerk to the Central Passenger Agent of the Missouri Pacific Railroad, at Pittsburgh. He entered the service of the Pennsylvania Lines West of Pittsburgh, on January 3, 1884, as Voucher Clerk in the General Passenger Agent's Office.

After service in various positions throughout the Passenger Department, Mr. Shoemaker was appointed Chief Clerk of the Passenger Department on April 1, 1907, and on January 1, 1912, was advanced to the position of Assistant to the

General Passenger Agents of the Pennsylvania Company and the Pittsburgh, Cincinnati, Chicago and St. Louis Railway.

On February 1, 1916, Mr. Shoemaker was appointed General Baggage Agent of the Pennsylvania Lines West of Pittsburgh and the Vandalia Railroad, with headquarters at the Pennsylvania Station, Pittsburgh.

ANDREW H. SHAW

Assistant to General Passenger Agent, Pennsylvania Lines West

Andrew H. Shaw was born November 30, 1880, at Sharpsburg, Pa. He completed his education at the High School at Sewickley, Pa., in 1894, and on September 18th of the same year entered the service of the Pennsylvania Lines as Messenger Boy in the Passenger Department.

On May 16, 1900, he was appointed Stenographer to the Chief Clerk, Passenger Department, and on October 1, 1902, became Stenographer to the Chief Assistant Passenger Agent. On October 1, 1905, he was made Stenographer to the General Passenger Agent, and on May 1,



ANDREW H. SHAW

1910, Chief Clerk to the Passenger Traffic Manager.

Mr. Shaw, on February 1, 1916, was promoted to Assistant to the General Passenger Agent, Pennsylvania Lines West.

IRA ARCH

Freight Solicitor, Star Union Line, Omaha, Neb.

Ira Arch was born November 20, 1889, at Scranton, Iowa. He entered the railway service as Stenographer in the Local Freight Office of the Chicago, Burlington and Quincy Railroad, at Council Bluffs, Iowa, in April, 1907, and was employed as Stenographer in various offices of the Chicago, Burlington and Quincy and Union Pacific Railroads until July 1, 1910, when he entered the service of the Pennsylvania System as Stenographer-Clerk in the office of Agent, Star Union Line, at Omaha, Neb.

On October 1, 1912, he was appointed Freight Solicitor, Star Union Line, at Los Angeles, Cal., and continued in that position until December 1, 1914, when at his own request, on account of

family conditions, he returned to Omaha as Stenographer-Clerk.

On February 1, 1916, Mr. Arch was appointed Freight Solicitor, Star Union Line, at Omaha.

GEORGE T. DALY

Traveling Freight Solicitor, Star Union Line, Los Angeles, Cal.

George T. Daly was born at Philadelphia, Pa., on August 21, 1880. He entered the service of the Pennsylvania System on May 26, 1905, as Express Clerk on the West Jersey and Seashore Railroad, continuing in that capacity until December 2, 1908, when he was transferred to the office of General Freight Agent, Pennsylvania Railroad, at Philadelphia.

On June 1, 1915, Mr. Daly was made Freight Solicitor of the Pennsylvania Railroad, at Philadelphia, and on February 1, 1916, he was appointed Traveling Freight Solicitor, Star Union Line, at Los Angeles, Cal.

THOMAS WATERS

Traveling Freight Solicitor, Star Union Line, Minneapolis, Minn.

Thomas Waters was born June 21, 1881, at Nashville, Tenn. He entered the railroad service in April, 1899, and was employed in clerical positions in various railroad offices at Cincinnati, Chicago and St. Louis until February 4, 1907, when he was appointed Chief Clerk in the office of Agent, Star Union Line, at St. Louis. On April 1, 1909, he was promoted to Freight Solicitor, Star Union Line, Kansas City, Mo., and was transferred to Omaha, Neb., on May 16, 1910, as Traveling Freight Solicitor.

On February 1, 1916, Mr. Waters was appointed Traveling Freight Solicitor, Star Union Line, Minneapolis, Minn.

FRED J. FOGLE

Traveling Freight Solicitor, Star Union Line, Omaha, Neb.

Fred J. Fogle was born September 27, 1882, at Portsmouth, Iowa. He entered the service of the Pennsylvania System as Stenographer-Clerk in the office of Agent, Star Union Line, at Omaha, Neb., on July 1, 1904, and on May 16, 1910, he was made Freight Solicitor, Star Union Line, at Omaha.

On February 1, 1916, Mr. Fogle was appointed Traveling Freight Solicitor, Star Union Line, at Omaha.

Nothing is sure but survival by merit.

—Herbert Kaufman.

JUST A LITTLE GINGER

BY ARNOLD ABBOTT

CO-OPERATION

NOTHING happens without CO-OPERATION. That the simplest thing may happen the whole of NATURE CO-OPERATES, as in the forming of dewdrops, for instance.

CO-OPERATION has been the spirit, the backbone, the prime essential of every SUCCESS, whether of business or science, transportation or education, mechanics or politics, government or diplomacy.

Every employer judges his employes by their ABILITY to CO-OPERATE. Subordinates progress, other things being equal, according to their CAPACITY and WILLINGNESS to CO-OPERATE. Executives retain their positions only if they co-operate successfully with other executives and maintain CO-OPERATION among their workers.

Eliminate co-operation and we would have no railroads, no steamship lines, no department stores, no great manufacturing establishments, no music, no books, no government. CHAOS would exist.

Since, therefore, CO-OPERATION is ESSENTIAL, common sense dictates that it should be HEARTY and COMPLETE.

Co-operation in business life means more than merely obeying orders. It means working with one's fellow employes WHOLE-HEARTEDLY. It means avoiding the friction of conspiracy, grouch, deceit, time-serving, selfishness, indolence and inattention. It means TEAM-WORK. The pennant winners of commerce are those who have best solved the problems of CO-OPERATION.

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

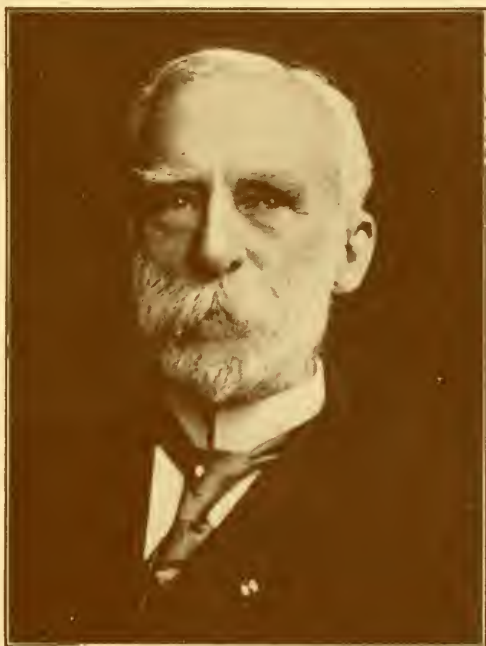
March 17, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

10

The Present Condition of the Railways



JOHN P. GREEN

FOR 27 YEARS VICE-PRESIDENT OF THE PENNSYLVANIA RAILROAD COMPANY

Captain Green delivered the following address before a gathering of his friends in Ypsilanti, Mich., on February 1, 1916:

An experience of over fifty years with the railways of the country has made their welfare a subject very near to me; and I have thought it might be of interest to you

to hear something about their present condition under the workings of the Interstate Commerce laws and other legislative action.

In considering the course of legislation in regard to interstate commerce, one thing is clear—that the scheme of the law has been vitally changed, while at the same time no corresponding change has been made in the machinery for enforcing its provisions, or in the tribunal charged with its administration.

THE ORIGINAL ACT OF 1887 WAS DESIGNED to meet conditions which existed at that time, and to reform abuses that had honey-combed the traffic relations between the railways and the shippers. These abuses largely grew out of the abnormally rapid development of the railway system, the construction of railways far in advance of the necessity therefor, and the attempt of the carriers to obtain the traffic necessary to maintain them. While there were flagrant evils, they were to a certain extent inseparable from the hot-house growth of the railway systems.

* * * *

The building of the Union and Central Pacific Railroads across the continent—which were largely constructed as a military measure, after the experience of the Civil War had shown the necessity for rapid communication between the Atlantic and Pacific coasts—had introduced a speculative feature into the railway question which exercised a strong influence throughout the entire country. The large profits which had been made from their construction, and the rapid development of the country along the Pacific roads, encouraged the building of other lines throughout the United States, while the contributions made by the Government toward their construction had created a precedent for the extension of aid by counties, townships and other municipalities to local roads built, very often, for speculative profit and away ahead of the actual business necessity for their construction.

The Beginning of Competition

These lines having been built, it was absolutely necessary to secure traffic for them, and this was often secured after strong competition, and at rates that were unremunerative, in the belief that with the growth and gradual development of the territory their future would be assured. As a result of this policy the large shipper became the important factor in railway traffic. Great mercantile houses in Chicago, New York and other cities, having control of large amounts of business, naturally desired to have their traffic carried at the cheapest rate, so that their profits would be increased. Competing lines between the East and West and the North and South were keen bidders for this traffic, and it went to the line which would offer the lowest rate.

* * * *

It must be remembered that under the law as it was construed at that time by the English courts and, in a measure, by our own, it was considered entirely proper for a lower rate to be made for a large shipment than for a small one—for a carload shipment, for instance, than for less than carload, and if the railroad was dealing with a concern whose business required a whole train of cars, it was considered perfectly proper to make it an exceptionally low rate.

The railways, of course, had no interest in carrying the goods at a low rate unless it was necessary to secure the traffic, but the shipper, who had made his bargain with the purchaser, was an applicant for the lowest possible price, because every cent that could be saved in that way went as an additional profit into his pocket. It was perfectly natural for manufacturers competing in certain lines with other manufacturers on other railways, and anxious to control the sale of goods in a given market, to apply to the railway for a reduced rate.

How Rebates Started

The general freight agents of the different lines and their soliciting agents were besieged at all times by their own shippers, alleging that unless a cut rate were given the prize would be captured by a competitor on another railway, until the road, having a natural interest in its shippers and desirous of encouraging the industries on its own lines, was, in fact, compelled to meet the shipper's requests. No one but the man who has been actually engaged in railway traffic can appreciate the urgency and persistency with which these claims were made, in most cases in entire good faith; nor can he understand the difficult position in which a railway officer was placed who desired to aid the shipper on his own line and secure the haul for his own road.

The claims of rival cities, like Boston, New York, Philadelphia and Baltimore, for what is known as a differential rate on interstate commerce to and from and through seaboard points, have never been definitely adjusted yet, although they have been the subject of most careful and intelligent consideration not only by trained railway officers, but by experienced commercial bodies; and the Interstate Commerce Commission has had no greater success in solving this intricate problem.

* * * *

The question of rates to and from Chicago and points northwest thereof, and the Atlantic seaboard, compared with rates to southern seaboard shipping points, is a vital one that affects an enormous export traffic in flour, grain and other

commodities; while the question of rates to the Lakes and on export coal from the Pittsburgh, Fairmont, Pocahontas and other West Virginia districts has never been satisfactorily adjusted.

When there is taken into consideration, in addition to all this, the questions connected with competition by water to and from railway centers, and the transcontinental competition between the railways to the Pacific coast and the Panama route, the competition between the iron districts of Pennsylvania and Ohio and similar industries in Georgia, Alabama and other sections, it will readily be seen how intricate the rate question is and how impossible it is for any one to deal with it intelligently, unless he has had a lifelong experience therewith.

What Rebates Did

The concessions made to the large shippers naturally built up manufacturing and mercantile establishments which became dominant in the markets, and with the continuance of the concessions they were able to underbid their smaller competitors and gradually drive them out of business, not only to their disadvantage, but to that of the public.

This was due not to the fact that they had the control of large capital, because large capital in any business will always have the distinct advantage over small capital, but largely to the fact that they were preferred shippers over the railways and therefore able to make a profit when the small shipper, not receiving the same rates, could only operate at a loss.

As the public is quick to catch a result of this kind, but not always accurate or careful in its reasoning, the feeling gradually grew up that the trouble arose from the fact that large aggregations of capital were permitted in corporate enterprises. This feeling not only exists to the present day, but it has been the parent of many curious theories, under which it has been gravely contended that while it is perfectly proper for one to own 49 per cent. of an enterprise, it is a crime to own 51 per cent.

* * * *

Almost every budding statesman who comes to Congress feels that his continuance in office is assured if he can only roundly denounce aggregations of capital and insist upon some arbitrary limit being put upon their growth. In other words, at the same time that the United States Government has, in order to maintain its financial standing in the world, been compelled to create large reserve banks, which would be able to deal with modern necessities and supply exceptional amounts of money for mercantile and

manufacturing purposes, much beyond the ability of any but a very few of the ordinary banks, the burden of the legislation in Congress has been to hamper and obstruct the natural development of our manufacturing and mercantile interests and to prevent them from becoming active competitors in the world's markets.

Certainly a better illustration could not be furnished of the curious measures which the public will champion to promote the general welfare. In passing it is only necessary to recall the green-back craze and the silver dollar inflation theory as notable examples of this, the correction in each case coming finally through the intelligent afterthought of the people.

* * * *

The first Interstate Commerce Law was passed February 4, 1887. It covered all interstate traffic by rail, or by rail and water if it were a through shipment, and confined itself to requiring:

1. That all charges made in connection therewith should be reasonable and just, and should be the same to all shippers under substantially similar circumstances and conditions.

2. That there should be no greater charge for a shorter than for a longer haul.

3. It forbade the pooling of rates or earnings by competing lines.

4. It required the publication of schedules and rates of fare.

5. It forbade advances in rates, except on ten days' notice.

6. It required annual and other reports from carriers.

7. It prescribed penalties for violations of the Act, and the legal proceedings for the enforcement thereof.

The First Interstate Commerce Commission

Five Commissioners were named, the Chairman being a noted and able jurist, Thomas M. Cooley, of Michigan, and the other members August Schoonmaker, of New York, Aldace F. Walker, of Vermont, a man thoroughly familiar with the railroad situation, W. R. Morrison, of Illinois, an able Democratic politician, and Walter L. Bragg, a distinguished citizen of Alabama. The labor element was recognized by the appointment of E. A. Moseley as Secretary of the Commission.

The duties of the Commission were simple and easily performed, and, as will be seen, were principally confined to the securing of the same rates to all shippers under like circumstances. The matter of interstate commerce regulation was not

then a political question. Grover Cleveland was President of the United States, and the subject was approached from a judicial and business standpoint.

* * * *

As I had charge at that time of all legislative matters connected with the Pennsylvania Railroad Company, and as it was always largely to the interests of its lines that rates should be maintained, for the simple reason that, with our magnificent terminals in the large cities and our superior transportation facilities, we could always command the business at the same rate, I was brought into close touch with the committees having in charge the drafting of the Act and especially with Senator Cullom, of Illinois, who had direct charge of the measure in the Senate. His mind was entirely open on the subject and he had no purpose except to secure a fair and just bill. One or two provisions were inserted to which strong objection was unsuccessfully made. One prohibited a Commissioner from owning a share of stock or a bond of a railway company; and while this was not important in the bill of 1887, it has since been most unfortunate, under the enormous powers now granted to the Commission. It has prevented any one from taking part in its deliberations and councils whose experience and training had made him familiar with railway questions, and has thus resulted in disfranchising an enormous body of shareholders and bondholders, who must furnish the money for the construction and maintenance of the railway system.

Pooling Prohibited

The second provision to which serious objection was made, but unsuccessfully, was that prohibiting the pooling of rates or earnings between competing lines. This has been most unfortunate, for it has compelled competing railways to each maintain a separate service between many points where the public could be amply taken care of through a joint service at a large saving both to the companies and the public. The purpose of the provision, of course, was to prevent competing railways from combining so as to charge excessive rates on passenger or other traffic. But while it might have been entirely proper when, under the law, the Interstate Commerce Commission had no power to make rates, it has been entirely unnecessary and mischievous under the large rate-making powers that have since been conferred upon it.

The Results of No Pooling

It has resulted in the duplication and quadruplication of train service to an enormous extent and to the hauling of cars containing very few passengers, especially so far as sleeping and parlor cars are concerned, where the average number carried is about ten or twelve per car at the outside. Many attempts have been made to repeal this provision, but the average legislator knows so little about railway matters that it is very difficult to secure intelligent action thereon.

* * * *

Since the passage of the original bill many changes have been made through amendments, or the passage of separate bills. These changes cover generally the following modifications:

1. As to jurisdiction: The authority of the Commission has been extended to telegraph, telephone and cable companies, express and sleeping car companies, and pipe lines.

2. The Commission has been given the power to establish through rates and classifications, and the carrier is required to make all reasonable and necessary arrangements for the transportation of property over such through routes.

3. The carriers have been required to make just and reasonable classifications of property transported.

4. They have been required, upon the application of any lateral or branch line, to make and operate a switch connection with such lateral or branch line, where the connection is safe and reasonably practicable, and where it will furnish sufficient business to justify its construction and maintenance.

5. They have been forbidden to transport any article or commodity manufactured, mined or produced by them other than timber and the manufactured products thereof, or in which they have any interest, except such as may be necessary for their use in the conduct of their business—this exemption of timber showing how sectional and political the legislation of Congress has been.

6. The printing and publication of their schedules of rates and classifications have been so fully provided for as to impose an enormous burden in the way of expenses on all carriers engaged in interstate commerce. They are required to note upon such schedules all deviations from the regular rates or other charges, so that shippers may be fully advised thereof.

* * * *

7. In connection with the "Long and Short Haul Clause" in the Interstate Commerce Act, the words "under substantially similar circumstances and conditions" have been eliminated.

8. In relation to shippers: They, as well as the carriers, have been made liable to fine and imprisonment for any undervaluation or underbilling, or fraudulent representation under which property delivered to the carrier for transportation will be carried at a reduced rate.

9. The fullest remedies have been prescribed for the investigation of complaints made by shippers and summary remedies have been authorized by way of mandamus and otherwise. The United States District Attorneys are at the beck and call of the Commission for the prosecution of any complaint, and the United States Circuit Courts are open to them and the shippers either for short legal proceedings, or for the more deliberate prosecution of their claims.

10. The interests of the public have been safeguarded in every way, while the reports required from the carriers on all possible subjects have attained such a volume and frequency that they impose a serious burden upon the revenues of the carriers, although in many cases after they are made they are simply filed away and never referred to.

11. But the vitally important and most serious change of all, and one which has not only seriously impaired the earnings of the strongest lines, but has driven a number of roads into bankruptcy, is the power conferred upon the Interstate Commerce Commission in 1906 and 1910, a power not conferred upon any other tribunal in the world, and one which deprives the railroads and their shareholders of the right which every other citizen of the United States has for the redress of an injury done to his property.

The Commission's Powers

In other words, while the power originally given to the Interstate Commerce Commission was a supervisory power and their duties were confined to the supervision of rates and to the enforcement of equal rates and facilities to all shippers, and the investigation of complaints in regard thereto, and to the determination from the facts presented whether the rates and facilities were just and reasonable, no power was given to them to make or suspend the rates upon traffic, except subject to a prompt review by the courts and a judicial determination thereof.

* * * *

But under the legislation passed in 1906, when Mr. Roosevelt was President, and later in 1910, the control and management of the railway properties, so far as their revenues are concerned, have been taken from their owners and the whole matter put into the hands of the Commission,

with power to suspend a rate for one hundred and twenty days and thereafter for a further period of six months; while any order of the Commission fixing a rate shall, in the discretion of the Commission, remain in force for a period of two years.

It will readily be seen that such a power, unless lodged with men thoroughly trained in railway traffic and operation, simply destroys the ability of a management to raise revenue sufficient to take care of the property; and that a commission composed of men not skilled in railway matters finds it much easier to suspend a rate for the period named than to assume the responsibility of deciding the question.

Railroads Have No Redress

The railroads are thus left practically without any redress, for, under the law as interpreted by the Supreme Court of the United States, proof that a rate is confiscatory must be submitted before that Court will interfere with the order of the Commission. In practice, therefore, no matter how just the advanced rate proposed by the railroad may be, if it is suspended for ten months and at the end of that period decided to have been just and reasonable, the traffic of the railroad for these ten months has been carried at the lower rate, and there is no possible way of recovering for the transportation from shippers or passengers the amount that had thus been kept out of the railway treasury.

The injustice of this is manifest, for if an excess charge is made on freight or express matter shipped, or in passenger fares, and the final decision is that the rate is too high, the railroad is always there to respond in damages; whereas, when the shipper disappears the railroad has no redress. The denial of the right to the railroads to have an order of the Commission passed upon by a competent court in a summary proceeding, which is conferred upon the shipper under the law, is simply a monstrous injustice.

* * * *

The stockholder of a railroad company has, under the Constitution, the same rights as any other person from whom property is taken without compensation, and yet in this case the right is practically denied him; and while he is looked to to furnish the money for the construction and maintenance of the railroads, he is deprived of the legal redress which is assured to the worst criminal.

It is not to be wondered at that forty thousand miles of railroad in the United States are today in the hands of receivers, out of a total of about 250,000 miles; while the course pursued by the Government in the institution and prosecution of legal proceedings against some of the large railroads of the country has been one impossible for a fair and reasonable man to understand.

Why Punish the Stockholders ?

Why, if the allegations made by the Government are true, and the directors of these roads have done wrong, the stockholders should be punished, it is difficult to conceive. In the case of the New York, New Haven and Hartford Railroad the action of the United States Government and of the States through which that system operates has inflicted an enormous loss—over \$100,000,000—upon the stockholders of the Company, who had nothing to do with the transactions of which the Government complains.

In addition thereto the Boston and Maine road, which is a natural and integral part of their system, has been divorced from it and its property thus further destroyed, after it had spent a large amount of money in the reconstruction and reorganization of that road. The one piece of personal profit that seems to have accrued from the proceedings instituted at Washington has been the elevation of one Attorney General of the United States to the Supreme Court, and there is very little question in the minds of thoughtful men that these adverse proceedings which have been pushed so vigorously and constantly, by different administrations, have had largely in view the boosting of one or other of the political parties and the influencing of national or State elections.

Whatever may have been the case in the past, the railroads of the country today are managed with an efficiency and integrity that far exceeds that of any other country in the world, while the rates, both passenger and freight, are one-half to one-third of those exacted in other countries for a similar service.

The Mail Pay Question

Another unjust burden that has been laid upon the railroads is in connection with carrying the United States mails. Under the practice of the Post Office Department the mails are weighed only once every four

years. Of course, it is well known that the amount of mail increases very largely each year. Statistics show that the yearly average increase is from 6 to 10 per cent.; but although the mails are weighed at the beginning of the four years and while during these four years the aggregate increase may amount to 25 to 40 per cent., the railroads do not get a single dollar for the additional increased tonnage carried during the four years.

* * * *

Not only this, but when the parcel post was put into effect on January 1, 1913, no arrangement was made with the railroads under which they would receive additional compensation for carrying the enormous amount of additional mail freight. This continued for six months, after which an allowance of not exceeding 5 per cent. increased pay was granted until the quadrennial weighing period came around. This was an inadequate allowance to the railroads generally, and particularly inadequate on certain lines where the tonnage carried was above the average. A more frequent weighing—say, annually—would have been a more fair and business-like arrangement than a small percentage of increase in pay.

The railroads, in order to accommodate the public, have always met every request of the Government in connection with the handling of the mails, have gone to heavy expense in the construction of steel postal cars, and carry about 20,000 railway postal clerks, as well as the officials of the Service, without receiving one cent of compensation therefor in the way of passenger fares.

The Effect of 1906 and 1910 Legislation

The enactment of the legislation of 1906 and 1910 has had, as I have said, a most disastrous effect upon the railways of the United States. It may safely be affirmed that there is no other

instance on record of the management of a great industry, the prosperity of which is vital to the interests of the country, being taken out of the hands of its owners and placed in the hands of a body of men without experience in that industry, therefore necessarily incompetent to perform their duties, and appointed largely for political or personal reasons.

It has never before been attempted to take from the enormous body of people interested in the securities of the railways the safeguard of the courts in the protection of their rights.

How Can the Commission Be Made Useful?

But assuming that a commission will continue to exist, the practical question is, In what way can the Interstate Commerce Commission be made useful and what changes are necessary in order to secure fair and even justice for the railways of the country?

It is clear that when the Commission was appointed in 1887, the duties assigned to it were not such as to require in the performance of its duties the experience and knowledge of the trained railway man. The Commission was formed to correct one great evil—the making of rebates and the unjust discrimination between shippers in charges and facilities. Its power was therefore inquisitorial rather than executive or administrative, for in the exercise of even these powers it was provided that the orders of the Commission should be subject to review by a competent judicial tribunal. The Commission was, in fact, made complainant, prosecuting attorney, judge and jury, but always subject to judicial oversight in the United States courts.

Public Insisted on Rebates

Even after the passage of the bill, the public still insisted upon rebates being made, and in many cases they continued to be given, not for any personal gain to the railway agent or official gain to the Company, but in the belief that the competing line was giving these favors and that it was necessary to follow its example in order to obtain a fair share of the competitive business.

Finding that the provisions of the law had not entirely stopped this practice, Congress then resorted to the old experiment, which has always failed, that of declaring everything a crime, in the belief that the fear of imprisonment for doing what violates no moral law, but only a business regulation, would deter the shipper from asking for the rebates and the railroad from granting them. The result was, as it always had been,

that as there was no moral guilt, the public took these risks, and the juries, being representative of the communities where their neighbors were asking and receiving rebates, would not convict the defendants.

What Mr. Cassatt Did

But when, in 1899, Mr. Alexander J. Cassatt became the President of the Pennsylvania Railroad, he determined to use every means in his power not only to crush the rebate practice on the lines of his own system, but, if it were possible, on the lines of other companies competitive to his own. It was not believed that he could be successful; but the measures he took were heroic and such as brought the answer. Large shippers who came to him asking for rebates were told that the Pennsylvania Railroad Company was determined to extend to all their shippers the same facilities and the same rates.

* * * *

To accomplish that result, the Pennsylvania Railroad bought enormous blocks of the stocks of the Baltimore and Ohio, Chesapeake and Ohio, and Norfolk and Western Railways, and thus secured the active co-operation of these large systems in the observance of the law resulting in the practical abolition of rebates in the territory running east from Chicago and St. Louis to the Atlantic seaboard. No one but a man of Mr. Cassatt's ability, influence and determination could have accomplished such a result.

But while this great result was being attained, the politician, recognizing that his ammunition was being taken from him, and that unless the public could be persuaded that some evil still existed his stock in trade would be largely gone, then began to preach the "gospel of hate" and the marshaling of prejudice against aggregations of capital. The preaching of the doctrine that in this country, where the poorest have the fullest opportunity to reach the top of the ladder and acquire wealth and property, there is a class of undesirable citizens who by reason of their wealth are detrimental to its interests was then advanced.

The doctrine began to be preached that the Government must be paternal; that a citizen could not even take a drink of water, or use a towel, without the supervision of the Federal or State Governments, while, through the medium of heavy taxes on large incomes, the Government began to take a disproportionate part of the property of its wealthy citizens.

Attacking the "Large Interests"

Successive Attorney Generals of the United States have made their fame by instituting suits against the so-called "Large Interests," by picking out certain railway systems, alleging that they were combinations in restraint of trade, that it was necessary to disintegrate and destroy the property of the individual shareholders in order to punish the directors who, they claim, had conspired to secure the control of competing lines in the interest of these shareholders.

* * * *

The railway systems that served large tracts of territory were attacked by each administration, Republican and Democratic alike, and these prosecutions were made the basis for securing official promotion of those most active in making these attacks. Through these proceedings, which naturally affected their credit, it became impossible for the railways to borrow money, except at exorbitant rates, and for years they were unable to place long loans and were compelled to do their financing on short notes at exorbitant rates.

There is at the same time a constant demand from the public for the abolition of grade crossings, the equipment of passenger trains with steel cars, the adoption of safety devices of all kinds; and the public, who make these demands, have been busv through their representatives in Congress and the legislatures in reducing the rates on freight and passengers, and increasing taxes, and have thus, as I have said, driven a large railway mileage into the hands of receivers.

When hearings are held upon the applications of the railways for rates that will permit them to do their duty to the public and pay their shareholders and creditors a reasonable return upon the money invested, cranks of all kinds are permitted to come to these hearings and air their views. No rules of evidence are observed. Any statement, no matter how wild, is accepted as if it were gospel truth; and the Commission, being without the necessary experience, when asked to determine questions that can only be determined in the light of actual experience, finds it much easier to suspend the rate than to take definite action. At the recent rate hearings, the Commission presented the extraordinary spectacle of having to hire an attorney to represent it and conduct the hearings, for no other reason than its own inability to properly perform this duty.

The Interstate Commerce Commission Controls Administration of Carriers

The Interstate Commerce Commission today unfortunately fails to recognize the fact that it practically controls the administration of the railways; that it is not a tribunal trying an issue of guilt or innocence, but that it is responsible for the well-being of the railways, for their proper maintenance, and for securing to them the necessary revenue to pay reasonable returns on the money that has been, and has to be, invested therein to enable the railways to steadily increase their facilities for the benefit of the public.

But above all these, the lesson they should have learned from the terrible war now being waged abroad is that they must maintain the railways in condition where they can serve the Government in case of war with the same efficiency and success with which they serve the public in time of peace. If trouble comes to this country, and the railways are not in the proper condition to respond instantly and effectively to the call of the Government for the transportation of men and supplies, this country is doomed to defeat.

The Lesson of the War

Every lesson taught by that war is to the effect that failure in the transportation service of the railways means overwhelming disaster. The long drive of the German armies against the Russians, which covered hundreds of miles and almost threatened their capital, was simply due to the fact that the German railways had been constructed so as to reach the important strategic points on the borders of neighboring countries, and had been kept in the most efficient condition for instant service; while the Russians, having an enormous extent of territory to cover, had failed to build the necessary railways or to keep them so provided with equipment and other facilities as to meet the emergencies that were thrust upon them.

Certainly nothing could be more imbecile than for this country to find itself in the same condition, through the action of its own Government in crippling our railways and putting them into the hands of any commission which did not feel its responsibility in this important respect.

What the Railroads Ask

All that the railways ask is justice, and that they are entitled to have. I have been a member of the railway profession for over fifty years, and can safely say that there is no profession in this

country which contains today a greater number of men of pronounced ability and integrity than that profession; and this country would indeed be fortunate if it had in its legislative bodies anything like the same percentage of men to do their full duty and perform with efficiency and fidelity the tasks intrusted to them.

* * * *

If the present Interstate Commerce Commission is to be preserved, let it be an inquisitorial and investigating body; let it be a prosecuting body; let it look after the safety devices, the securing of reports from the carriers, the compiling of statistics, and other such matters connected with the operation of the railways. The experience it has had in these matters will make it always a valuable tribunal for such purposes; but let its action upon these matters, wherever they encroach upon the rights of the individual, be subject to review by the courts, to which all other citizens have the right to appeal when their rights are impaired.

But for matters that vitally require the experience and training of railway operating, traffic and financial men—such as the making of rates and the issue of securities—let a new commission be appointed that shall have jurisdiction over these two subjects and such as are necessarily related thereto. Let that commission be made up of experienced and competent men, railway men, and men of legal, financial and business ability. Let their term of office be for ten years or a longer period, and let them be appointed independent of their political affiliation. Let their salaries be such as to attract men of the highest ability; avoid the provision of the present law that no member of this new commission shall own a share of stock or a bond of any railway. Let the rule be that no member of the commission shall sit in any case in which he has a pecuniary interest, the same that is practiced by judges of all tribunals. Certainly as high a class of men is necessary and can be secured for this new tribunal as now sit upon the bench of the United States Courts.

How the Commission Should Be Composed

This commission should have at least fifteen members, which would be three for each of the five important railway districts of the country; and these three should comprise a competent, trained railway man, a financial man of proved ability and experience, and a lawyer of high standing or a business man of established reputation. This tribunal could be so divided that each of the five branches thereof could take care of the ordinary questions arising in its district,

while on all large questions affecting rates and revenues and the issue of securities, the commission could have the advantage of the joint consultation and action of all its members, whose experience and training would best fit them to decide such grave and far-reaching questions.

* * * *

It may bring the whole railway question more clearly to your minds if I select for an illustration like action on the part of the United States Government in connection with another of our leading forms of industrial enterprise.

The power to regulate commerce, under the decisions of the courts, applies not only to vehicles of transportation, such as vessels, cars, wagons, etc., that transport the commerce, but practically to everything connected therewith or incident thereto. Under this power and that conferred by the Sherman Act to prevent monopoly and the restraint of trade, there is hardly anything that cannot be regulated by Congress; especially in view of the fact that under the decisions of the Supreme Court of the United States the State regulations that interfere with this regulation by the United States are void and must yield to the paramount authority of Congress.

The Case of a Department Store

Let us take the case, then, of the large department stores, whose business is largely interstate and to which the whole of the United States is tributary. Upon the complaint of some small storekeeper against these establishments—say, Sears, Roebuck & Company and other like mercantile enterprises, doing a business amounting to hundreds of millions annually—the Federal Trade Commission, which has already been created, investigates the complaint and reaches the conclusion that it is well founded and proceeds to subject these establishments to the same treatment that the railroads now receive.

* * * *

Under the law as applied to the railways, this commission would not have to know anything about the prices of merchandise, as the members of it are forbidden by law to be the owners of any of the merchandise to be disposed of. The Commission then proceeds to deliver its judgment on the prices at which the department store must sell its goods, just as they fix the prices at which the railroads shall sell their transportation.

Having no practical knowledge of the mercantile business, they have an open mind and fix whatever price may seem good to them upon everything from a coal scuttle to a grand piano. This is done after a long hearing in which every

one who wants to buy anything energetically protests through counsel against a higher price being charged for any kind of goods, and an able lawyer, hired by the Commission, shows, to his own entire satisfaction, that if these merchants who run the department stores understood their business and managed them with the proper efficiency, they could sell really at much lower prices and still make large amounts of money.

The Commission's Policy

The Commission naturally desires to favor the public, and either decides on the lowest price or, what is easier still, suspends its decision for four months and then for six months longer, so that by the end of the year, the hearing having occupied the other two months, the department stores have had to sell their goods at ruinous prices and have almost been forced into bankruptcy.

They can have no redress in the courts unless they show that these prices have practically forced them into bankruptcy, and even if the Commission finally decides in their favor, they can never recover the money from their customers that should have gone into their treasuries.

* * * *

Having lost the greater part of their capital, the department stores go into the market with the hope that, in the infinite mercy of Providence, some sense of justice may perhaps enter into the mind of the average legislator, or that a commission may be appointed which, from long experience in business, will have the requisite knowledge and ability to deal fairly as between the seller and the purchaser.

But the department stores find that their credit has been so shaken that, instead of being able to borrow money at low rates and for a long period, they can only get it on short notes at almost prohibitive prices. Instead of being able to put by in good times a sum of money to take care of

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Now, gentlemen, this is not a fancy sketch. It is exactly what has been done to the railroads of the country for ten years past, and what is being done to them today; and if such statements do not convince reasonable men that a monstrous injustice is being perpetrated upon the millions of men, women and children who hold railroad securities and depend upon the income therefrom for their living, then I shall begin to lose faith in the sense of justice of the American people.

times of depression, when the purchasing power of the public is diminished, its surplus has been practically annihilated, and about one-sixth of the department stores of the country have been forced into the hands of receivers. It is thus impossible for them to get money on the same terms that are extended to people in other branches of business.

The Labor Problem

To add to their troubles, their employees, who are members of labor organizations, notify them that in consequence of the increased cost of living their wages must be largely increased, with the threat that if this is not granted there will be a strike, with the inevitable result that if an attempt is made to hire others there will be rioting and bloodshed when they bring in substitutes to take the places of the old employees.

Then the United States Government needs money and comes along with a heavy income tax; the State Legislatures need money and increase their taxes, so that, as in the case of one of the railroads of your own State, the taxes in 1914 amounted to nearly 6 per cent. on gross earnings.

* * * *

Their employees having had their loyalty and efficiency largely destroyed by the labor organizations, they can no longer depend upon a fair day's work for a fair day's pay. The demand for higher wages is an endless chain, under which one class of labor appeals to arbitration or conciliation, with the foregone conclusion that there will be a compromise resulting in an increased rate.

This is taken up in succession by the different classes of labor, and always with the same result; and by the time the last class has been disposed of some other labor leader, who has to make his job sure, starts a new agitation, and the first class comes forward again, until the employers lose hope and property in the endeavor to roll a stone up hill that is always rolling down.

A Life of Real Service

Captain John Pugh Green, who on March 24, 1909, declined re-election as First Vice-President of the Pennsylvania Railroad Company, though he remained with the Company in an advisory capacity, on becoming seventy years of age retired from active service under the pension rules of the Company, on July 31, 1909.

Captain Green had been in active service with the Pennsylvania exactly forty years and one month, having entered its service on July 1, 1869, as Chief Clerk to Thomas A. Scott, who at that time was First Vice-President. He was a Vice-President of the Pennsylvania Railroad for twenty-seven years. He was Assistant to the President for eight years prior to becoming Vice-President. In recognition of his long and distinguished service, the Board of Directors, upon the announcement of his declination of re-election to the office of First Vice-President, adopted a Minute, in part as follows :

"Captain John Pugh Green, First Vice-President of this Company for over twelve years, and a member of its Board of Directors for nearly twenty-seven years, will reach the age of seventy on the 31st of July, 1909, but, with characteristic regard for the convenience of the service and of his fellow officers, has declined re-election in order that the official changes consequent upon his retirement, under the pension regulations of the Company, may take place at this time.

"For the first time in twenty-six years, therefore, the Board enters upon the work of a new corporate year without him, and it seems eminently fitting that a record should be made upon the Company's minutes of the Board's appreciation of his distinguished service.

"Captain Green was admitted to the Bar in 1860, and was just beginning the practice of his profession when the Civil War broke out. He answered the call to arms, and served with honor and distinction until January, 1865, when he resigned to accept the position of Private Secretary to

the late Colonel Thomas A. Scott. After two and a half years in the service of Colonel Scott, in supervision of his varied interests, and two years as Secretary and Treasurer of the Milwaukee and Minnesota Railroad Company, he entered the service of the Pennsylvania Railroad Company, as Chief Clerk to the First Vice-President, Colonel Scott, on the 1st of July, 1869.

"On the 29th of June, 1874, Captain Green was appointed Assistant to the President, and on the 13th of September, 1882, he was elected Fourth Vice-President and a member of this Board. He was Third Vice-President from the 30th of June, 1888, until the 1st of March, 1893; Second Vice-President from the latter date until the 10th of February, 1897, and First Vice-President from that date until today.

* * * *

"His legal training, military service, and subsequent business experience formed the groundwork for a life of great usefulness, and combined with an alert mind, a unique

power of instant analysis of any subject presented to him, an unusual capacity for the dispatch of business, and the faculty of clear, concise and convincing expression have made him an ideal railroad executive officer.

"Captain Green has that intimate knowledge of the Pennsylvania Railroad System which comes of active participation in its growth. Entering the service in 1869, just after the lease of the Pittsburgh, Fort Wayne and Chicago Railway, and before the charter of the Pennsylvania Company had been granted, he has seen the structure put together piece by piece—the acquisition and development of the "Western Lines;" the lease of the property of the United New Jersey Railroad and Canal Company; the purchase of the control of the Philadelphia, Wilmington and Baltimore Railroad Company; the development of the lines in the Pennsylvania bituminous coal fields; the acquisition of the New Jersey seashore lines; the construction of the Schuylkill Valley line into the anthracite region; and the mammoth project of the tunnel extension into the heart of New York City, now nearing completion, and the connection thereby with Long Island and the East.

"In the disposition of troublesome questions connected with the finances of some of the properties west of Pittsburgh, involving, in some instances, tedious litigation and reorganizations, in the refunding at low rates of interest of maturing obligations bearing high rates, in the extensive financing required in more recent times, in the consolidation of subsidiary companies, and the absorption of others into the parent company, to do away with costly accounting, Captain Green has played an important part.

"He has had supervision of the Accounting Department for twenty-one years, and of the Company's finances for sixteen years,

and in its financial negotiations and transactions, his sound judgment, clear grasp and intuitive perception of the conditions to be met have given weight to his recommendations as an Officer, and a marked value to his counsel as a Director.

* * * *

"His complete mastery of the science of sound financiering, his thorough knowledge of the finances and history of this Company, his pleasing address and clear and forceful style have made him for many years the spokesman of the management, while his general knowledge of the railroad affairs and business conditions of the country have made him a prominent figure and potent factor in the debates upon legislation seeking to regulate rates and other railroad matters, as well as in the discussion and solution of intricate problems in accounting.

* * * *

"Captain Green has been an executive adviser of five of the eight Presidents of the Company, and, when he retires from active service on the 31st of July next, will have served it for over forty years, a faithful and efficient officer, and an indefatigable worker with singleness of purpose for the welfare of the Company and the interests of the stockholders.

* * * *

"The Company is fortunate in the long enjoyment of his service and counsel, and the Board, while regretting that the time has arrived for the severance of the official ties which have existed for over quarter of a century, congratulate him upon the completion of a service as valuable to the Company as it is honorable and creditable to him, and express the hope that the evening of his active and useful life may bring him a long continuance of good health, and every opportunity for the fullest enjoyment of his well-earned freedom from exacting cares and responsibilities."

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

March 20, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

11

Getting the Public's Point of View

The better a railroad knows what its patrons want, the better it can sell them transportation service, the commodity in which it deals.

This is one reason why this Railroad asks its patrons for suggestions.

To establish new points of contact between the railroad and those who use its service, the Superintendent of the Maryland Division has placed a "suggestion box" in the Wilmington, Del., station.

The box is on the northbound passenger platform, directly beneath the bulletin board, and bears the label, "For the Betterment of the Service." Any one who thinks of some way in which he believes the Railroad may do more useful work is invited to give his ideas in writing.

The box is opened each morning by the Assistant Passenger Train Master. All suggestions are acknowledged at once by the Superintendent of the Division, and each is given careful consideration with the view of making every one, if possible, of some practical value in improving the service.

* * * *

Suggestions referring to matters other than the operation of the Maryland Division are forwarded to the proper officers of the Railroad.

ADMIT THEY DO NOT KNOW IT ALL

Despite the fact that the Pennsylvania Railroad is looked upon as being the standard transportation system in the United States, it possesses the saving grace of having a staff of executive officials who do not think they know it all, but who are willing to admit, frankly and openly, that those who use the lines may have useful ideas relative to the handling of passengers and freight and the general management of railroad properties.

—Wilmington, Del., *Evening Journal*, January 3, 1916.

Probably few people ever think of a railroad as a factor in education. Yet the Pennsylvania Railroad conducts correspondence courses of instruction in which nearly 10,000 of its employees are enrolled as students. Upward of 2300 of these are Italians who are studying the English language by mail and so are fitting themselves to be citizens and better workmen. The remainder of the students are enrolled in the courses in Mathematics and Practical Electricity.

Praise From One Who Knows About Courtesy

The Vice-President of one of the largest public service corporations in the United States recently wrote as follows to the General Manager of the Pennsylvania Railroad:

"I had an experience in the Pennsylvania Station, New York City, last Sunday which left me with a feeling of personal obligation to several of the employees. I went to New York to meet my brother, who was bringing home the body of my father, who died suddenly in Florida.

"I had occasion to ask for either information or assistance and co-operation from the following people: The men at the Information Booth, the Station Master, two men in the Baggage Room, the man who announces the track on which trains will arrive, one of the Guards at the gate and the men in charge of the baggage car. Not only was every one of these men courteous and helpful, but each one seemed to be anxious to go out of his way to be just as helpful as possible.

"Aside from my own personal appreciation of this kind of service, I was especially interested because of the fact that as Vice-President of this Company, my

duties have especially to do with the relations between the Company and the public, and I have never seen a better illustration of ideal treatment of the traveling public than I myself received last Sunday."

While Mr. S——, a passenger who was on his way to Chicago, was in the Terre Haute, Ind., Union Station, recently, his bag was stolen. He reported the loss and continued his trip, wiring from Danville, Ill., to forward the bag if recovered.

The Railroad Police Department caught the thief within an hour after the bag was stolen, and had him convicted and sentenced before night. The bag was delivered to Mr. S. the next day in Chicago. He wrote as follows to the Station Master at Terre Haute:

"May I compliment you and your staff on the efficient way in which this matter was handled.

"I want especially to thank you for the telegrams you sent me, keeping me in touch with the situation. This kind of treatment makes me fervently hope that we may never have Government ownership of railroads."

A Car Cleaner's Contribution to Real Railroad Service

Stanley Osmerloski, a Car Cleaner of the Long Island Railroad, found a woman's watch on one of the trains and turned it in to the Lost and Found Department. It was duly claimed by its owner, whose husband, the General Agent of a large insurance company in New York, wrote the following letter to an officer of the Railroad:

"I am taking this occasion to commend the honesty of one of the employes of the Long Island Railroad Co. and in a slight way remunerate him for doing the right thing.

"Yesterday, when Mrs. — came into the city, in some manner she lost her watch out of her handbag, but was not certain whether it was lost on the train or not.

"As a matter of fact, she did not think she had lost it on the train, but with an idea of finding it, if possible, I called up the Lost and Found Department and learned that a watch had been turned in yesterday by a Car Cleaner named Stanley Osmerloski.

* * * *

"I am attaching hereto my check, payable to the man who found the watch, and I would appreciate it if you will see that it reaches his hands."

Eye glasses are among the commonest articles of a personal nature that people lose while traveling.

Last year there were found on the trains and in the stations of the Pennsylvania Railroad, on the Lines East of Pittsburgh alone, a total of 865 pairs of eye glasses. A large number of these were returned to or claimed by their owners. In many instances the owners were successfully traced through the names of opticians and prescription numbers in the cases.

It is a rather curious fact that of the 865 pairs, 666 pairs, or more than three-quarters of the total, were found between New York, Philadelphia, Baltimore and Washington, or on the lines immediately tributary to those cities. This seems to be the "eye glass belt." Only 199 pairs were found on all the rest of the Lines East of Pittsburgh.

"It is the idea of the Pennsylvania Management that the road cannot serve the people properly until it has their confidence."

—Indianapolis, Ind., Times, January 7, 1916.

Last year the Purchasing Department of the Pennsylvania Railroad acted upon an average of 737 requisitions every day. It placed 287,206 orders for materials and supplies and passed upon 365,219 bills rendered to the railroad. In a year the Department's mail—incoming and outgoing—amounts to nearly 1,000,000 pieces, practically a letter sent or read for each \$100 spent. Last year the incoming mail was 480,126 pieces and the outbound, 466,405 pieces.

Regarding the Rights of Outsiders

This letter was written by an Oklahoma woman to H. D. Hoover, Agent at Uniontown, Pa., following the adjustment of a claim of damage on the shipment of some household goods :

"Your favor received in regard to my claim, also a check from the Railroad for the same. I want to thank you for your kindness to me in regard to it, and to thank Mr. Cochran, too. You both were kindness itself, and much to my surprise, also, for until that time I was under the impression that railroad employes were only interested in the Railroad's welfare, regardless of the rights of outsiders."

Mr. Cochran, mentioned in the letter, is Chief Clerk to the Agent at Uniontown.

Lost, Found, Returned in 40 Minutes

A short time ago a man stopped at the ticket window in the Hudson Terminal Station, New York City, and bought two tickets to Pittsburgh. He checked some baggage, signing the name H. S. W——.

Ten minutes later Ticket Examiner John H. Cox found the two tickets on the floor. Mr. W——'s name could not be found in the city directory or telephone directory. Then it was learned that just before buying the Pittsburgh tickets he had redeemed one to Altoona, Pa., and had signed a receipt giving an address. A Clerk was at once sent to this address, Mr. W—— was found and the tickets returned to him within 40 minutes of their loss.

Keeping Down the Fire Loss on This Railroad

Efficient fire-prevention methods, and the promptness of employes in checking many blazes before they could gain a start, held the fire losses on the Pennsylvania Railroad System, last year, down to the very low figure of six cents on each \$100 of property at risk. This is shown in the annual report of the Insurance Department for 1915.

The total fire loss for the year was \$278,730, which was paid out of the Railroad's own Insurance Fund. The value of the property exposed to fire hazard, and insured by the Fund, is about \$400,000,000.

Employes using the Railroad's own fire apparatus extinguished 441 fires last year, before the arrival of the public fire companies. Their efforts saved nearly \$14,000,000 worth of property from destruction, with a total loss of only \$18,362 or 1 1/2 cents on each \$100 of value.

Organized fire brigades among the Rail-

road's employes put out 84 of these fires. The value of the property threatened in these fires was almost \$6,100,000 and the loss actually sustained \$7638. Locomotives equipped with fire apparatus were used in putting out 40 fires; chemical extinguishers checked 50 fires, and water casks and fire pails 26. High-pressure fire lines built by the Railroad were used in 6 fires.

Altogether, there were 1029 fires on the property of the Pennsylvania System last year. Many of these occurred from causes entirely beyond the control of the Railroad and its employes. Spontaneous combustion caused 15 fires; 36 started on adjacent property and 12 were of incendiary origin. Lightning caused 2, boys 2 and tramps 11, while 130 were of unknown origin. Carelessness with tobacco and matches caused 12 fires which destroyed \$10,091 worth of property.



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

March 23, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

12

Who's to Blame for the Freight Congestion?

By GEORGE DALLAS DIXON
Vice-President in Charge of Traffic

Speaking before the National Wholesale Lumber Dealers' Association, in Philadelphia, on March 16, Mr. Dixon said:

I know just what you thought when you heard that a Pennsylvania Railroad man was coming over here to talk to you. You expected me to be loaded with excuses and explanations to prove that the Railroad is not to blame for the congestion of freight in the eastern part of the country.



GEORGE DALLAS DIXON

But I am not going to do that at all. We'll shoulder all the blame that should be placed at our door. This freight conges-

tion has caused trouble enough to go around and for all of us to get a generous share.

We know just as well as you do that the situation is deplorable, but if you want to be fair, as I know you do, you must be willing to accept your share of the responsibility.

One of your own people wrote a letter to the Interstate Commerce Commission last week and suggested that "shipments

destined to consumers, factories and dealers who have private sidings be permitted to go forward.

We cannot get along without your co-operation and friendship and confidence; we are striving hard to merit it, and we want you to know deep down in your hearts that this is the spirit in which we are running the Pennsylvania Railroad.

—Mr. Dixon to the Lumber Dealers' Association.

"This," he said, "will not allow speculative or transit consignments to add to the congestion at junction points and thereby, as in many cases in the past they have done, only increase the confusion."

I quote this shipper's exact words because they show that he had clearly in his own mind a practice which has greatly aggravated the present situation—that is, the ordering of material shipped as a speculation, without having made arrangements for disposing of it on arrival, and with the intention of using cars for storage.

Speculative Shipments

This question of speculative shipments—of "playing the markets" in commodities, as it were, and converting railroad cars and yards into storage warehouses—is a most serious one, and I feel that I must speak plainly about it.

It may be that under the unusual conditions that have prevailed on the Atlantic Seaboard in recent months, some of these speculative shipments have shown a profit. But the practice of making them is not fair to other shippers, because it prevents the railroads from rendering properly to the general public the service for which they exist—that is, the service of transportation.

We hear a lot from those people who are doing all they can to unload their freight, and who are co-operating with the railroads in every possible way, and there are many of them. But we hear very little from those who are misusing the storage privileges granted under the present tariffs.

* * * *

You may be having your troubles because the railroad will not accept some of your freight. I have no doubt of it. But I don't believe it is a circumstance to the trouble the railroad is having because it cannot get rid of some one else's freight after it has carried it to the eastern terminals.

If you stop to think, you will have to admit that it is true that even shippers who have not been engaged in speculation have

failed in many cases to do things they could have done to prevent an accumulation of cars. Since the time we first placed embargoes, many shippers have ordered materials sent much in advance of their requirements, in the belief that possibly other embargoes would be placed and they had better have as much material as possible on the way. It is just such practices which have added vastly to the congestion.

What the Railroad Tried to Do

Possibly both shippers and the railroad would have been better off if we had placed our embargoes earlier and had made them even more drastic than we did. There is only one reason why the Pennsylvania Railroad did not do this. We wanted to try every way that we possibly could to render the service our patrons needed, even though we seriously doubted our ability to do it.

* * * *

To get out of the trouble we are in now we need each other's confidence and help. We must trust and believe in each other if we are to make progress. You may say that the railroads have your confidence, but I cannot tell you too strongly that the only kind of confidence that counts for anything is the kind that is acted on. I may as well be frank. If the railroads are to be suspected of wrong or narrow motives in every proposal they make to help the situation, relief will be very slow.

Last week in Washington we had a meeting with shippers before the Interstate Commerce Commission to talk about the freight congestion and what should be done to relieve it. The railroads told the Commission that immediate relief could only be obtained by resorting to measures that would compel consignees, in their own interest, to take their freight off the railroads' hands with reasonable promptness after its arrival. Accordingly, the railroads proposed to charge progressive demurrage, to make the abuse of the privilege of storage in cars too expensive to be profitable.

Shippers Doubt Railroads' Sincerity

I am sorry to say that the shippers were not willing to credit us with sincerity in making this proposal. They immediately jumped at us for trying to increase their charges. They said it was just an excuse for trying to get more money out of them.

They refused to believe—and tried to keep the Commission from believing—that our only purpose in seeking the progressive demurrage charges was to clear our yards of freight that had overstayed the most generous welcome, and so release equipment and make room for the commodities of other shippers.

The attitude before the Commission of each of these shippers was about like this: "Something must be done to relieve the congestion, but the 'something' must not affect my particular business." The grain man said nothing must be done to affect his business, the flour man the same, and the steel man, too. We did not get very far. Let us hope that some day we will develop more of a give-and-take spirit.

The Causes of Congestion

The congestion has been due to many causes, but, as you probably know, more than anything else to these:

(1) The inability or refusal of consignees to unload promptly.

(2) Orders placed for coal in excess of immediate requirements, for speculative purposes, or in anticipation of labor troubles.

(3) Speculative shipments of other commodities.

(4) Scarcity of boats for coastwise traffic.

(5) Lack of steamer accommodations for the export trade.

(6) The closing of the Panama Canal last fall, leaving freight at the eastern terminals which has never been removed.

(7) Unusually heavy snowfalls in the East, especially in New England.

(8) Frequent fogs, which hampered both water-borne and rail traffic.

(9) Immense shipments of coastwise

and export grain, regardless of the fact that consignees could not obtain vessels.

(10) Lack of sufficient track storage facilities along the lines to care for the heaviest traffic the railroads have ever hauled. We are actually using our main line running tracks at some points for storage.

* * * *

Don't think for a minute that all this congestion is due to the movement of freight for export. Several weeks ago when we placed a complete embargo on carload freight for Philadelphia—it has since been lifted almost entirely, I think—we had about 12,000 cars of all kinds of goods for this city. Of these, 2500, or 20.8 per cent., held grain for export; 923 cars, or 7.7 per cent., held other export freight, and 423 cars, or 3.5 per cent., held coastwise freight. The remainder, 8154 cars, or 68 per cent. of the total, were for local delivery in Philadelphia.

We are doing everything we can to meet the unusual conditions and to help shippers out of their difficulties. The other day we even went to the extreme of using a wrecking derrick to lift some cars of perishable goods stored on a main running track on to an adjoining track where a locomotive could reach them.

Shippers Evade Embargoes

But we are not the only ones who are making unusual efforts. The subterfuges some shippers are employing to evade our embargoes are many and ingenious. Furthermore, some shippers resent our keeping as close a watch as we can on the actual requirements of the plants along our line.

One of our shippers, who had sixty cars of coal being held for him out on the road, complained because he could not get deliveries. We made an investigation of our own, and found that this man had a plant where he used only two cars of coal a day. We suggested that he should have increased his unloading facilities to take

care of this coal, and that he should not add to the congestion by ordering more than he could use in a reasonable length of time. His reply was that we certainly had gone to a lot of trouble to find out so much about his business.

Several days ago we removed the embargo temporarily on freight for New England, solely in the interest of plants actually in need of materials. Shippers were requested not to abuse the lifting of the restrictions, as such action on their part would only add to the congestion. And what was the result? Why, some shippers actually worked their forces day and night loading cars with material for which they did not even have orders. They thought they would evade future embargoes by throwing this freight on the railroad during this respite. As a matter of fact, they only made matters worse.

Primitive Measures Necessary

I can't see that any measure will bring immediate relief except one that will penalize the shippers who forward freight without knowing whether it will be accepted promptly upon arrival at destination—in other words, a measure that will make it unprofitable to use cars as storehouses.

* * * *

But, to take a broader view of the whole situation :

The Railroads' Position

At present, the railroads generally cannot authorize large expenditures for improvements in facilities because they do not know what will be imposed on them by the public in the way of increased taxes, higher wages to employes in the train service, full crew laws, and such. We are moving in the

dark, with the result that railway building is at a standstill.

The crying railroad need in this country is for a unification and consolidation of our system of regulation of railroads, so that carriers and investors will know what to expect. Then we will be able to see some daylight ahead.

When public confidence in railroads has been restored, and when the railroads have confidence in what the future will bring forth, then possibly we will be able to provide those facilities which will make impossible such a congestion as exists today, which is not due to a lack of motive power or of cars, and which would, doubtless, be greatly relieved if we had extraordinary track storage facilities to take care of an extraordinarily heavy traffic.

* * * *

We are anxious to do everything in our power to help you, and we want your help. We want your suggestions. I am not exaggerating at all when I tell you we have been sitting up nights for months trying to devise ways and means to take care of our patrons.

With all our 26,000 miles of track and hundreds of thousands of freight cars, our Railroad would have been blocked completely if we had not, as a last resort, refused to accept freight of which we had already far too large an accumulation.

* * * *

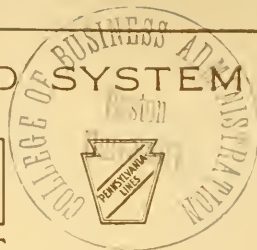
There is one last thought I want to leave with you, and, as far as you and our Railroad are concerned, it is the most important :

We cannot get along without your co-operation and friendship and confidence; we are working hard to merit it, and we want you to know deep down in your hearts that this is the spirit in which we are running the Pennsylvania Railroad.



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

March 28, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

13

Promotions and Appointments

Lines East of Pittsburgh Executive Department



ALBERT JOHN COUNTY

Vice-President in Charge of Accounting

Albert John County was born in Dublin, Ireland, August 1, 1871; a son of Thomas and Katherine Stackpoole (Smith) County. He received his preliminary education in the schools of his native city and later was graduated from the Wharton School of the University of Pennsyl-

vania with the Degree of Bachelor of Science in Economics.

Mr. County began his railway career as Clerk in the Purchasing and Stores Department of the Great Southern and Western Railway, in Dublin, in 1885. In 1890 he came to Philadelphia, and

In this Company's conception of railroading the possibility of legitimate profits is wrapped up in satisfaction of the public's demands. . . . All the intelligence and material resources of a vast organization have been concentrated upon the development of the science of transportation.

—*From the Wall Street Journal, New York City, March 3, 1916.*

entered the service of the Pennsylvania Railroad Company as Clerk in the Secretary's Department. In 1898 he was appointed Chief Clerk, and became Assistant to the Secretary in 1900. The next year he was appointed Assistant Secretary of the Pennsylvania Railroad Company and its important subsidiary Companies; also Superintendent of the Pennsylvania Railroad Employees' Saving Fund.

During 1906-1916, Mr. County acted as Assistant to Mr. Samuel Rea, in the respective capacities of Assistant to Vice-President and Special Assistant to President of the Pennsylvania Railroad Company, Philadelphia, Baltimore and Washington Railroad Company, West Jersey and Seashore Railroad Company and Northern Central Railway Company, becoming Vice-President of the latter Company September 22, 1914. On March 8, 1916, he was appointed Vice-President in Charge of Accounting of the Pennsylvania Railroad Company, and, later, of the Philadelphia, Baltimore and Washington Railroad Company and West Jersey and Seashore Railroad Company. He is also charged with the promotion or acquisition of new lines, the corporate work connected with all branch or affiliated Companies East of Pittsburgh and Erie, and the maintenance of their corporate organizations. In discharging these duties, Mr. County serves as President, Vice-President, or Director of nearly all of these Companies.

He is Secretary of the Richmond-Washington Company, having acted in that capacity since its formation in 1901. He was connected with the formation and construction of the Pennsylvania Tunnel and Terminal Railroad Company, extend-

ing the Pennsylvania Railroad System into and through New York City, as Assistant Secretary; and later, as Assistant to President, and now is Vice-President of that Company. He participated in the negotiations which resulted in the adoption of the dual rapid transit system for New York City, which includes the four-track subway passing Pennsylvania Station. He is also Assistant to President and a Director of the New York Connecting Railroad Company, which is constructing its railroad to connect the Pennsylvania and New Haven Systems, across the East River at Hell Gate.

Mr. County was married in St. Davids, Pa., September 2, 1902, to Hester Caven Fraley.

Mr. County is the author of the following pamphlets: "The Economic Necessity for the Pennsylvania Railroad Tunnel Extension into New York City;" "The Pennsylvania Railroad Company—Its Incorporation and Organization;" "How Can Railroad Regulation Be Strengthened," and a "Report on Statistics—International Railway Congress at Berne, 1910."

Mr. County is a Director of the Girard National Bank, of Philadelphia; a Vestryman of St. Mary's Memorial Protestant Episcopal Church, Wayne, Pa.; and Vice-Chairman of the Pennsylvania Railroad Young Men's Christian Association. He has membership in the American Society of Civil Engineers; Royal Economic Society, London; American Academy of Political and Social Science, Pennsylvania Scotch Irish Society; Transatlantic Society, Philadelphia; and of the Economic and Bankers Clubs, New York City.

The secret of success for the "Pennsy" lies largely in making each employe, from the highest to the humblest, feel that he is a vital part of the great system upon which so many million people depend, thus stimulating each man to his highest endeavor for the public welfare.

—*New Brunswick, N. J., Home News, January 6, 1916.*

Traffic Department



E. S. STEWART

Advertising Agent

E. S. Stewart was born near Woodstown, N. J., on June 6, 1868. He received his education in the public schools, the Bacon Academy of Woodstown, and Prickett's Business College, Philadelphia. His first railroad experience was received as Stenographer and Clerk in the freight station of the Reading Railway at Front and Noble Streets, Philadelphia.

He entered the service of the Pennsylvania Railroad in 1893, as Stenographer of the Advertising Department. He was made Special Advertising Clerk in 1897 and placed in charge of advertising the Company's personally conducted tours and special excursions. He became Chief Clerk of the Advertising Department in 1900 and was advanced to the position of Assistant Advertising Agent in 1906.

On February 1, 1916, Mr. Stewart was appointed Advertising Agent.

In addition to directing the advertising of the Railroad, Mr. Stewart's work as Advertising Agent includes supervision over the publication of time tables, the consideration in connection with

officers of the Traffic and Transportation Departments of changes in train schedules and through Pullman lines, and the direct oversight of many of the special features of limited trains.



F. McD. QUINN

Assistant Advertising Agent

F. McD. Quinn was born in Philadelphia on August 14, 1878. He was educated in the public schools of Philadelphia and at the University of Pennsylvania.

Mr. Quinn entered the service of the Pennsylvania Railroad in 1896, and has occupied positions in the Passenger Rate Room at Broad Street Station, Philadelphia, and in the Advertising Department and the Tourist Department. For a number of years he was engaged in the active work of the Tourist Department, both in arranging the details and in conducting personally conducted tours and important special train parties.

On February 1, 1916, Mr. Quinn was appointed Assistant Advertising Agent. In his new duties he assists in directing the newspaper and pamphlet advertising of the Railroad.

Consider yourself capable of great things.

—Elbert Hubbard.

True in Accomplishment

Reprinted from the Philadelphia News Bureau, March 6, 1916

The annual report of the Pennsylvania Railroad and the System is always of interest to the public, as it gives the result of the workings of the most important system in the world, in a form which is intelligible to the public, and is always taken to be indicative of the state of business, not only in the railroad world, but of that of the community at large.

The history of a company which earns \$196,628,170 in a year might readily occasion mild glorification of its exploits without overstepping the bounds of modesty, but in the document which will go before the stockholders it will be found that President Rea, speaking for the directors and the management, takes no credit for exceptional efficiency, far foresight, courage in proceeding with improvements and the purchase of equipment in bad times, which marked the first half of the year, thus getting the results of low prices for cars and locomotives.

* * * *

President Rea dismisses in a few short sentences big work like the elevating of the four and six track road through Johnstown and the removal of grade crossings in that important city and at many other points. A few lines of the report is sufficient to announce the electrification of twenty miles of road outside of Philadelphia, including Broad Street Station and its huge yards. With characteristic modesty the \$16,000,000 profit made in Cambria Steel shares is alluded to apparently to say that one-half of the money was devoted to the payment of bonded debt, and the balance for future improvements.

The future electrification of the line over the Allegheny Mountains between Altoona and Johnstown is foreshadowed, a great

work which will sharply illustrate western transportation changes, and recall the old Allegheny Portage railroad. In one case the old inclined planes and canal boats, and in the latter, steel cars drawn at high speed by electric locomotives over heavy grades.

For seventy years the Pennsylvania Management has been the public's servant and has supplied the Commonwealth and other territory with a railroad unsurpassed anywhere. Progress, honesty and reliability in its finances and in its transportation service for such a long period well deserve full public confidence. "Hail, Pennsylvania, Noble and Strong!"

* * * *

Thus President Rea and his associates deserve the congratulations not merely of Pennsylvania, but of the nation, on the 70th anniversary of the birth of the Pennsylvania. Born in Philadelphia and administered by Pennsylvanians, and reaching from the Atlantic to the Mississippi and from the Great Lakes to the Potomac and the capes of the Chesapeake, this great highway has not failed to pay a dividend to its stockholders in each year of its existence, nor full wages to a large army of well-trained workmen.

It is no wonder that the number of stockholders continually increases. Prominently dealt in, in the leading stock exchanges of this country and Europe, there has never been any speculative scandal in connection with its securities. As to the control of the Company and the election of its officers there has been no unseemly contest. The policy of the company has, for two generations, received the united support of the owners and proprietors.

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

March 30, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

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Confidence of the People the Railroads' Need

By ROBERT C. WRIGHT

Freight Traffic Manager of the Pennsylvania Railroad

Mr. Wright spoke before the members of the Baltimore Chamber of Commerce, at a dinner in Baltimore, Md., February 29, 1916. The following are extracts from his remarks on that occasion:

"Some time ago the Pennsylvania Railroad displayed on bulletin boards all over its System large posters asking the people to give the Management the benefit of their advice. The responses to that bulletin were very interesting. A great many, of course, dealt with some personal grievance, but for the most part they showed a most helpful spirit on the part of the public. The railroad issued that poster in all seriousness, and it was met in the same vein. This shows the public is tolerant if it understands.

* * * *

"We want the people along our lines to know that the Pennsylvania Railroad is doing everything it can to give the best service possible and to encourage the business of the territory through which we operate, and of the country at large. We want all the advice and assistance we can get from our people. We want the public to understand,

and to believe in, the Management of this Railroad. We think they will, because the Management of the Pennsylvania Railroad believes in the public.

The Need of Our Business Life

"The thing that is needed in our business life, and which I might say has been lacking the last few years, and the thing which is particularly necessary in the relations between the carriers and the public, is confidence.

"The railroad companies have been urged to take the public into their confidence, but they can't take the public into their confidence until the public has confidence in them. I have tried it and I know.

"You tell a man your cards are all on the table and try to take him into your confidence, but unless he has confidence in you he suspects that there are some aces up your sleeve.

* * * *

"The first step in mutual confidence between the carriers and the public is to restore the public's confidence in the carriers. I realize perfectly that the public's lack of confidence in the railroads has been more or less justified in the past, due to the practices of the carriers, but let by-gones be by-gones. We must look ahead, not behind.

It is unfair to refer continually to the abuses of times gone past, in an effort to keep alive hostility toward the railroads.

Throwing Rocks at a Railroad

"There is still too much of an effort to make personal capital out of throwing rocks at a railroad; it is a cheap amusement, and often it wins the plaudits of the multitude, but is it fair? Is it conducive to the restoration of mutual confidence, which I believe is so necessary in solving the railroad problem?

"Our railroad company must have rules and regulations, which we try to make as fair and reasonable as we can to the greatest number; these rules and regulations will always, in instances, bear hard on some particular situation, and may seem unjust and unreasonable, but under the law these rules and regulations must be non-discriminatory and must apply to every one alike.

* * * *

"We are sitting up nights, trying to frame all our rules to be fair to every one. We want to run the railroad so as to make the greatest number of friends and the smallest number of enemies.

The Freight Congestion

"We are now in the midst of a very trying freight congestion, necessitating placing embargoes today and lifting them tomorrow. Many people probably think us mean and arbitrary, sometimes, in placing these restrictions, but they wouldn't if they knew how we are working to protect the interest of the shippers, especially those local to our own lines. Our purpose is a

* * * *

"Let us give each other a chance to show why he thinks he is fair and retain through any difference of opinion confidence in each other, which will make for a furtherance of the mutual help of businessmen and railroads, which goes to make the prosperity of the nation."

selfish one, I admit. We want to make friends of our patrons. That means more patrons and more money.

* * * *

"I sometimes wonder if people realize how a railroad such as ours is being ground continually between the upper and nether millstones. Baltimore wants something and tells us what great things we are doing for Philadelphia and New York. Philadelphia wants something and her papers chide us about favoring Baltimore and New York. Pittsburgh wants something and we are reminded how we favor Buffalo, Baltimore, Philadelphia and New York. Chicago wants something and we are berated because they say we discriminate against her in favor of Buffalo, Pittsburgh, Baltimore, Philadelphia and New York. And so it goes. You can imagine how perplexed the Management must get now and then. Personally, I would like to meet the railroad officer who could please all communities, and I would like to work for the railroad that had the means to do it.

* * * *

"Let us have confidence in each other. If we don't understand the other's viewpoint, let us talk it over, and if we still cannot reach the same conclusion, let us then submit it with no feeling to the proper Commission or Court, in order that a settlement may be reached.

"Then, let's be good sports and stand by the decision and not keep on complaining that the other fellow won't do what we want. Above all, let's believe that each wants to be fair.

The Cultivation of Public Opinion

J. T. Bowser, of Danville, Ky., has written the following letter to the editor of the *Railway Age Gazette*. It is published in the March 17th issue of that publication :

In considering the relations between the railroad and the public, and the cultivation of a favorable public sentiment toward "The Company," usually there comes to mind the public policy of the management, the activities of its soliciting agents, or the attitude and conduct of the local agents and passenger conductors.

The division officers, having to do almost solely with operating problems, are rarely given much consideration in this connection. Yet a great deal can be accomplished by them without serious interference with the primary duties of their positions.

* * * *

The division superintendent, the division maintenance of way officer, and the train master, to whom report the employes scattered over the territory served by the road, loom large in the minds of the public with whom these employes are in daily contact, and the policy of these officers in dealing with matters in which the public is interested will go far in determining the attitude of the public toward the railroad. It is therefore expedient that a policy of consideration and reciprocity be adopted and outlined to the various subordinates, including particularly the office forces.

An intelligent interest in local affairs at the various stations not only makes a favorable impression on the citizens of these localities, but will expedite and simplify the satisfactory conclusion of any situations

arising in the course of the work of the various operating officers.

There are hundreds of railroad men who never vote, who could not even name the public officers of their own headquarters town, and who know practically nothing of the local affairs even there.

Is it any wonder that, under such conditions, the bulk of the community considers the railroad as something foreign to it, and not as a business organization whose interests are almost identical with local organizations.

* * * *

Notice the sentiment in a town where the agent is active in local affairs or where the division officers are members of commercial clubs and the like, as compared with that in the town where no such interest is shown.

In the first instance, the railroad is nearly always looked on as almost a local institution, while in the latter the railroad is generally viewed as a foreigner whose interest in the town lies solely in the amount of freight and passenger revenue to be derived from it.

Another important item in the division officer's public policy is his correspondence. The lowliest correspondent is due the courtesy of a reply to his communications. True, there would be cases where this would only encourage complaints and demands, but a man's standing in the community cannot always be gauged by his letters, and an influential enemy may result from the failure to give a courteous reply.

If a request cannot be granted, explain why. If it requires investigation and further consideration, tell him so and state that he will be advised at a later date. Watch the tone of replies. What is ordinary business phraseology in correspond-

ence between offices may appear harsh to one unfamiliar with railroad usages.

* * * *

Claims for damage to adjoining property through diversion of drainage, encroachment of embankments and cuttings, and the like, are often made to division officers, or referred to them for investigation. Careful and detailed investigations should be made, and courteous consideration should be given to such claims. If they are not found to be well based, a well-framed refusal with full explanation will often avert a more or less costly law suit with the antagonism which will certainly be aroused, win or lose.

* * * *

Requests for special favors, such as the stopping of certain trains at stations at which they are not scheduled to stop, or requests for the use of company property or facilities, should be given individual consideration and no hard and fast rule laid down to govern them.

In making such requests, the applicant rarely sees further than his own case, and

when it is pointed out to him that hundreds of similar requests are made which would have to receive similar consideration, he will usually see that "such a little expense to a big railroad" would be quite a large expense when these cases are considered in the aggregate.

When all is considered, the public is just the railroad's neighbor, and when we treat it as such we are much more likely to receive neighborly treatment in return.

We can hardly expect to receive neighborly consideration from our neighbors unless we are prepared to reciprocate.

* * * *

The president and the general manager are vague figures to the majority of our public, but the division officers are closer and are known personally or through the hundreds of employes along the line. A spirit of consideration on their part will beget a friendliness in the public mind which will show itself in a reasonableness in the settlement of claims and in demands for improvements, in a fairer attitude in the courts, and in increased business.

Government Ownership in the War

—From address of Lord Claud Hamilton, M.P., at the annual meeting of the proprietors of the Great Eastern Railway, February 11, 1916.

Does it not strike you how marked is the contrast of the smooth and successful working of the gigantic task imposed upon the Committee of General Managers with the reckless and haphazard manner in which much of the work also under, or partially under, Government control has been administered? The reason of the difference is obvious. In the one case the work has been performed by practical, trained business men; in the other case the preponderance of politicians, lawyers

and Government officials—in many instances without any real business experience—has been the cause of a terrible waste of public money, of inefficiency, and of unpardonable delay. These mistakes are, I am glad to say, being gradually rectified; but the war has been in progress for one year and seven months, and it seems a grave reflection upon our system of Government that such maladministration should have been possible, and in the best interests of the country it is greatly to be deplored.

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION

FOR EMPLOYES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

March 31, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

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The Railroad Roll of Honor

"I have considered the pension list of the Republic as a roll of honor."

—President Grover Cleveland in a special
message to Congress, July 5, 1888.

The Pennsylvania Railroad System retired 54 employes as of March 1, 1916, under the Pension Rules. Four of these men had completed more than 50 years active service each, and 31 had worked 40 years or more. Included in the list were seven Watchmen, five Enginemen, four Laborers, three Conductors, and three Foremen. There are now 4570 names on the Railroad "Roll of Honor," and the expenditure in pensions since the plan was established on January 1, 1900, has been \$12,474,911.44.

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
PATRICK J. WALSH Lincoln Avenue, Tyrone, Pa.	FOREMAN	TYRONE	53	11
SAMUEL KAUTZ West Chester, Pa.	ENGINEER	PHILADELPHIA	51	
ALFRED S. MOORE Trenton, N. J.	LOCK KEEPER	TRENTON	50	11
HERBERT M. CONRAD 709 Whitney Avenue, Wilkensburg, Pa.	FOREMAN	PITTSBURGH	49	1
JAMES G. SAMPLE 273 Fisk Street, Pittsburgh, Pa.	ENGINEER	CONEMAUGH	47	7
JOHN REGAN 166 Third Street, Jersey City, N. J.	ENGINEER	MANHATTAN	46	8
EMANUEL BARE Mt. Wolf, Pa.	CROSSING WATCHMAN	BALTIMORE	46	2
JAMES CARSON 235 Hamilton Street, Harrisburg, Pa.	CONDUCTOR	MIDDLE	45	6
GEORGE C. KACY Coatesville, Pa.	AGENT	PHILADELPHIA	45	5
JAMES DIXON Frazer, Pa.	LABORER	PHILADELPHIA	45	5
STACEY T. KEMP Tenth and Washington Streets, Wilmington, Del.	CHIEF CLERK	MARYLAND	44	10
JOHN MULQUEENY Fern Hill, Chester Co., Pa.	LABORER	PHILADELPHIA	44	7

Name	Occupation	Division	Length of Service	
			Years	Months
EDWARD T. JOHNSON 370 Main Street, East Aurora, N. Y.	DIVISION FREIGHT AGENT	NORTHERN	43	9
DAVID CLINE 110 Chester Pike, Norwood, Pa.	ENGINEER	PHILADELPHIA TERMINAL	43	8
JOHN J. CULVER Delmar, Del.	JANITOR	DELAWARE	43	3
HENRY REIFFERT 410 Reily Street, Harrisburg, Pa.	ASSISTANT FOREMAN	PHILADELPHIA	43	1
DAVID B. MILLAR 2713 Bedford Avenue, Pittsburgh, Pa.	CLERK	PITTSBURGH	42	8
JAMES McDEVITT 2423 Spruce Street, Philadelphia, Pa.	CAR INSPECTOR	PHILADELPHIA TERMINAL	42	6
SAMUEL J. BROWN Corner First Street and North Avenue, Verona, Pa.	MACHINIST	MONONGAHELA	42	5
JAMES A. AUSTEN Monongahela City, Pa.	CONDUCTOR	MONONGAHELA	42	1
JOSEPH WENDELL Second Street, Verona, Pa.	GANG LEADER	CONEMAUGH	42	
GEORGE M. JACKSON R. F. D. 2, Box 4, Altoona, Pa.	SHOPHAND	SOUTH ALTOONA FOUNDRIES	41	10
HENRY V. CODER 131 Williams Street, Williamsport, Pa.	STATION MASTER	WILLIAMSPORT	41	9
WILLIAM C. STEARNS Altoona, Pa.	DRAFTSMAN	GENERAL SUPERINTENDENT MOTIVE POWER	41	7
FILBERT SMITH 2222 North Fourth Street, Harrisburg, Pa.	CONDUCTOR	PHILADELPHIA	40	8
WILLIAM L. GIBBS 4304 Butler Street, Pittsburgh, Pa.	CROSSING WATCHMAN	CONEMAUGH	38	11
HORACE S. REBER 16 Mercer Street, Jersey City, N. J.	BRAKEMAN	NEW YORK	37	1
ADAM SPOTZ 615 State Street, York, Pa.	CROSSING WATCHMAN	BALTIMORE	36	2
JOSHUA HULSE 123 West Washington Street, Mt. Holly, N. J.	FIREMAN	TRENTON	35	8
PATRICK J. O'CONNOR 152 Luna Street, Pittsburgh, Pa.	MESSANGER	PITTSBURGH	35	4
JOHN ANDERSON 133 River Street, Tenth Ward, Oil City, Pa.	CAR INSPECTOR	ALLEGHENY	34	11
DANIEL D. BROSIUS 610 Regan Street, Sunbury, Pa.	CROSSING WATCHMAN	WILLIAMSPORT	32	6
GEORGE W. PEABODY 40 Fairview Avenue, Mt. Airy, Pa.	PASSENGER AGENT	NEW YORK	31	8
JOHN T. OVERBECK Wampum, Pa.	CROSSING WATCHMAN	CONEMAUGH	30	8
ELWOOD A. HAMILTON West Chester, Pa.	ENGINE HOSTLER	MEDIA	30	7
HENRY B. HERSHEY Lancaster, Pa.	TRUCKER	PHILADELPHIA	30	6
LEWIS ERION 1406 Green Street, Harrisburg, Pa.	LABORER	PHILADELPHIA	28	6
ADAM STREB Altoona, Pa.	CAR REPAIRMAN	ALTOONA CAR SHOP	28	6
EDWARD R. KING 288 East Clinton Street, East Orange, N. J.	TINSMITH	NEW YORK	28	4
SAMUEL R. JOHNSON Wilmington, Del.	CAR REPAIRMAN	MARYLAND	26	10
HERMAN B. HOLSTEIN 11 South Curley Street, Baltimore, Md.	WATCHMAN	CENTRAL ELEVATOR CO.	24	2
ELI J. GALLAGHER 3865 Olive Street, Philadelphia, Pa.	BRAKEMAN	PHILADELPHIA TERMINAL	22	10

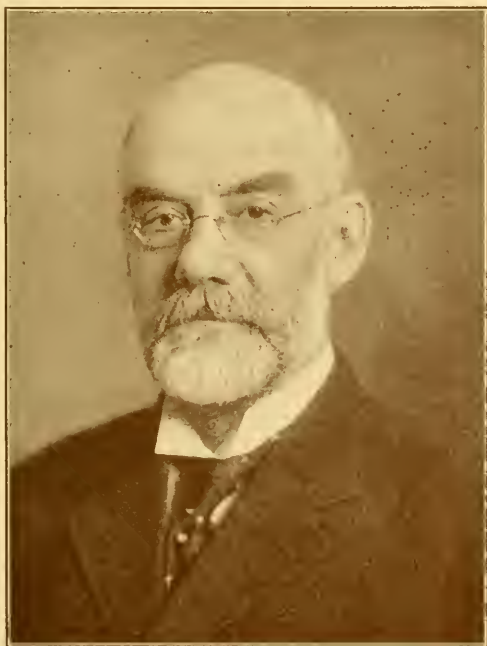
LINES WEST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
ADDISON JACKSON 1003 Sheffield Street, N. S., Pittsburgh, Pa.	PASSENGER ENGINEMAN	EASTERN	52	2
ERNST LENZ 335 Brackenridge Street, Fort Wayne, Ind.	MACHINE OPERATOR	WESTERN	47	10
CHRISTIAN HELFRICH 313 North Seltzer Street, Crestline, Ohio.	FOREMAN	EASTERN	45	6
JOHN MICHAEL 517 East Main Street, Crestline, Ohio.	CAR REPAIRMAN	EASTERN	44	3
SAMUEL J. McCLELLAN 441 East Jefferson Street, Franklin, Ind.	FREIGHT AND TICKET AGENT	LOUISVILLE	44	
*HIRAM G. PRICE 382 North Monroe Avenue, Columbus, Ohio.	ASSISTANT BLACKSMITH FORE- MAN	INDIANAPOLIS	41	11

* Retired, effective February 1, 1916.

Name	Occupation	Division	Years	Length of Service	
				Years	Months
JOHN W. AKERS	MACHINE HAND	PITTSBURGH	40		7
512 East Third Street, Ubrichsville, Ohio.					
HENRY P. BEAUMONT	BILL CLERK	ERIE AND ASHTABULA	36		2
1340 East Madison Avenue, Youngstown, Ohio.					
JOSEPH H. MULVANE	SUPERVISOR CLERK	PITTSBURGH	33		10
Goodrich Street, New Comerstown, Ohio.					
JOB LANSDOWN	CARPENTER	WESTERN	27		8
1154 West Main Street, Fort Wayne, Ind.					
GUSTAVUS A. ETTTEL	PAINTER	INDIANAPOLIS	25		11
1054 Hildreth Avenue, Columbus, Ohio.					
FRANK HAASE	LABORER	WESTERN	24		8
1124 Liberty Street, Fort Wayne, Ind.					
GEORGE UNVERSAW	CROSSING WATCHMAN	INDIANAPOLIS TERMINAL	23		1
418 Iowa Street, Indianapolis, Ind.					

Notes About Retired Employees



EDWARD T. JOHNSON

Edward T. Johnson, who was retired from active service on March 1, 1916, as Division Freight Agent at Buffalo, N. Y., was tendered a farewell banquet at the Ellicott Club in that city. Mr. Johnson had been in the service 43 years and 9 months when he was placed on the "Roll of Honor."

Chief Clerk G. L. Traenkle, acting as Toastmaster, presented Mr. Johnson, on behalf of the employees, with a handsome mahogany chair.

Among those present at the banquet was J. B. Large, the newly appointed Division Freight Agent at Buffalo, and Mr. Johnson's successor.

Mr. Johnson was born February 1, 1846, at New Berlin, Chenango County, N. Y. In 1847 he removed with his parents to Freeport, Ill., where he was educated in the public schools. In 1862 he went to work in a dry goods store. In the spring of 1864 he enlisted in the 142d Regiment, Illinois Infantry, Company F, and served about a year.

Late in 1865 Mr. Johnson removed to Buffalo and took a course of study in a commercial college, after the completion of which he was employed as Clerk in the Cashier's office at the Buffalo Freight Station of the Buffalo and Erie Railroad, now a part of the Lake Shore and Michigan Southern Railway.

On the death of Mr. C. K. Loomis, who was General Freight Agent of the Buffalo and Erie Railroad and Agent at Buffalo Station, he was made Cashier and remained in that position until the summer of 1871, when he left the railroad service.

On May 14, 1872, Mr. Johnson was appointed Paymaster on construction of the Buffalo, New York and Philadelphia Railroad, now part of the Buffalo Division of the Pennsylvania Railroad, which position he held until January 1, 1873. In the spring of 1873 he was appointed General Freight Agent of the Buffalo, New York and Philadelphia Railroad, retaining that position through the various changes and organizations, until August 1, 1900, when the Pennsylvania Railroad acquired control of the Western New York and Pennsylvania Railway, and the title of the office was changed to Division Freight Agent.

A Railroad Loyal to Its Men

Ever and anon there has been the cry of disapproval against the "heartless corporation." And young men about to embark upon careers have been warned against signing up with those firms who look more to monetary value than to personal merit.

But what must be said about such great concerns as the Pennsylvania Railroad that recognize services rendered by employes in such fashion as adding their names to the "Roll of Honor" and taking care of them in their old age? Here then is a fine piece of work. It is representative of real American honor.

—*New Britain, Conn., Herald, February 8, 1916.*



JOSEPH BERKEBILE AND H. M. CONRAD

Mr Berkebile (seated), who retired in 1903, acted asspokesman in presenting a chair to his successor, Mr. Conrad, Foreman of Cabinet Makers at the Pitcairn, Pa., Railroad Shops, who was placed on the "Roll of Honor" March 1, 1916.

HERBERT M. CONRAD, Foreman of Cabinet Makers at the Pitcairn, Pa., Railroad Shops, became a "Roll of Honor" man on March 1, 1916, after nearly half a century of faithful service.

On Mr. Conrad's last day in the Shops, his old associates gathered around him and made him a gift of a handsome leather upholstered chair.

An unusual feature of the presentation was the fact that the spokesman was Mr. Conrad's predecessor as Foreman—Joseph Berkebile, who retired under the pension rules nearly 13 years ago. Mr. Berkebile is 83 years old, having been born in 1833 at Stoystown, Pa. He went to work for the Railroad as Carpenter in 1855, and was Foreman from 1862 until his retirement in 1903.

Mr. Conrad was born February 6, 1846, at Newry, Pa. He first worked for the Railroad in 1863 as Carpenter, and served subsequently for various periods in that capacity and as Cabinet Maker. He became Foreman on September 1, 1903.

On December 23, 1911, Mr. Conrad received a special letter of commendation from the General Manager for meritorious services during the labor troubles of that year, in which he remained loyal.

* * * *

SAMUEL R. JOHNSON, Car Repairman in the Wilmington, Del., Railroad Shops, was given an unusual send-off on February 29, 1916, his last day of work. He was placed on the "Roll

of Honor" March 1, 1916. To signalize the completion of his active service, the employes of the Car Department gathered at noon in the Car Erecting Shop. Short speeches were made by Assistant Master Mechanic H. H. Eliot; General Foreman of the Car Department, J. H. Carmer; Assistant Foreman, Car Erecting Shop, P. J. Nester; H. P. Lawrence, G. W. Pyle, J. H. Keatley, W. L. Maser and J. A. McLaughlin. A quartette consisting of E. L. Foulk, J. B. Crossan, C. E. Dickinson and H. C. Sheppard rendered several songs.

Mr. Johnson was presented with a gold watch and chain as a mark of the esteem of his associates. He entered the service of the Railroad on April 16, 1889, as Laborer, and worked altogether 26 years and 10 months.

* * * *

ADAM W. BLACK, who was placed on the "Roll of Honor" November 1, 1915, from the Middle Division, had been Passenger Conductor for more than 39 years and was in the service altogether 46 years. He retired with an excellent record. A short time ago the senior member of one of the largest business firms in Altoona, Pa., wrote the following letter to an officer of the Railroad in that city:

"As a patron of the Pennsylvania Railroad, making many trips between Altoona and New York, it was my good fortune in the last 31 years to travel often on the trains in charge of Conductor Adam W. Black.

"I want to testify voluntarily to the uniform courtesy and kindness that I know Mr. Black has always shown toward the patrons of the Pennsylvania Railroad. He will be missed by the traveling public, and I know that thousands extend to him feelings of friendship and good-will, the same as I do."



WILLIAM AGNEW

William Agnew, who was retired from active service on October 1, 1915, and placed on the "Roll of Honor," is now Mayor of Oil City, Pa. Mr. Agnew was born at Union City, Pa., in 1849. He started railroading on the Oil Creek line as Switch Tender in the Titusville, Pa., Yards on July 1, 1866. He worked for the Railroad 49 years and 3 months and had been Engineman since 1876.

At the primaries last September Mr. Agnew received more than twice as many votes as the next highest candidate on his party ticket. In the November election he won out over his opponent by 1951 votes to 1688.

Facts About the "Roll of Honor"

Amount paid since Retirement plan was established on January 1, 1900 . . .	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
	\$9,447,649.11	\$3,027,262.33	\$12,474,911.44
Total number of employes placed on Roll of Honor to March 1, 1916 . . .	7051	2254	9305
Roll of Honor employes who have died	3590	1145	4735
Total number of employes on Roll of Honor March 1, 1916	3461	1109	4570

Men Now Retiring Who Have Served the Pennsylvania Railroad More Than Half a Century

SAMUEL KAUTZ

LENGTH OF SERVICE, 51 YEARS

Samuel Kautz was born at Lancaster, Pa., on January 21, 1850, and obtained his education in the public schools of Lancaster County.

He entered the service of the Pennsylvania Railroad as Trackman on the Columbia Branch, on February 5, 1865, when he was 15 years old. He served as Freight Brakeman from July 7, 1868, until June 12, 1873, when he was transferred to the position of Fireman.

He was promoted to Engineman on July 30, 1880, and remained continuously in that position until March 1, 1916, when he was retired from active duty and placed on the "Roll of Honor."

In the course of his experience, Mr. Kautz ran every kind of engine from the "eight wheelers" of 1880 to the giant 120-ton machines of the present day. He never missed a call for his run.

Mr. Kautz brought the first train from Harrisburg to Philadelphia after the blizzard of 1888. The run took eight hours.



SAMUEL KAUTZ

ADDISON JACKSON

LENGTH OF SERVICE, 52 YEARS 2 MONTHS

Addison Jackson, Passenger Engineman on the Eastern Division of the Pennsylvania Company, was placed on the "Roll of Honor" March 1, 1916. He was at the throttle more than 46 years of his extremely long period of service.

Mr. Jackson was born at New Brighton, Pa., on February 10, 1846. He was first employed by the Railroad on December 11, 1863, as Fireman. He was appointed Engineman on November 1, 1869, and remained in the latter capacity until he reached the age limit and was retired from active duty under the pension rules.

Mr. Jackson had a remarkably good record throughout his entire service. He spent the working hours of more than half a century in the cab of an engine, but was never injured. The thing of which he is proudest, however, is his safety record. In his entire career he never had a single fatal accident to a passenger.



ADDISON JACKSON



PATRICK J. WALSH

LENGTH OF SERVICE, 53 YEARS 11 MONTHS

Patrick J. Walsh, Section Foreman of the Tyrone Yard, Tyrone Division, was placed on the "Roll of Honor" March 1, 1916. He was born February 17, 1846, at Newport, Ireland. He sailed from Liverpool and landed in New York on August 15, 1854. Soon after his arrival in this country he located in the vicinity of Tyrone, Pa., with his mother and four other children.

At the age of 16 he entered the service of the Pennsylvania Railroad Company as Laborer in the gang in charge of Tyrone Yard. He continued in the capacity of Laborer until February 1, 1867, when he was promoted to Assistant Foreman in charge of special work on the Bellefonte and Snow Shoe Railroad. In September of the same year he was promoted to Foreman of Tyrone Yard, continuing in this capacity until the date of his retirement. He was one of the guards to accompany several carloads of Railroad Company valuables which were taken to Snow Shoe, Pa., from Altoona, Pa., in 1864, in order to provide a safer place for them from fear of attack by Confederate troops.

Mr. Walsh retired from active duty with a clean slate, having never been disciplined during his entire service. Upon his retirement, in conversation with friends, he said: "The Pennsylvania Railroad was always fair and just with me, and it would be a pleasure for me to serve my time over again."



ALFRED S. MOORE

LENGTH OF SERVICE, 50 YEARS 11 MONTHS

Alfred S. Moore was born February 24, 1846, and entered the service of the Delaware and Raritan Canal on April 1, 1865. He was first employed on a dredger which was at work opening the channel from the mouth of the lock at Bordentown, N. J., to White Hill, N. J.

On May 1, 1866, Mr. Moore was transferred to South Amboy, N. J., on Dredger No. 2, engaged in building coal docks and dredging Raritan Bay. He continued working at South Amboy until March 1, 1885, when he was transferred to Kingston, N. J., as Lock Engineer. At that time all locks on the canal were operated by steam power.

On July 1, 1896, steam power having been discontinued at all locks except the entrances at Bordentown and New Brunswick, and at State Street, Trenton, Mr. Moore was transferred to the position of Lock Keeper at Lock No. 4, Trenton. He continued in that employment until he was retired from active service and placed on the "Roll of Honor," March 1, 1916.

Mr. Moore remembers when boats in the canal were so numerous that when navigation was suspended on Sundays it was possible to walk over the boats from Bordentown to Trenton. He recalls very well hearing the news of the assassination of President Lincoln. At the time he was working on a dredger engaged in deepening one of the canal levels.

In Memoriam, February, 1916

LINES EAST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Rolls	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
JOHN OSTENDORF	BALTIMORE	88		23	7	16	1
JACOB BRUMBAUGH	ALTOONA MACHINE SHOP	84	10	22	1	14	10
JOSEPH SHEETS	WEST JERSEY AND SEASHORE	82	10	34	8	15	2
WILLIAM McCAFFERTY	MARYLAND	80	10	19	5	10	9
WILLIAM SMITH	NEW YORK	80	9	17	10	10	9
JAMES GREENWOOD	PITTSBURGH	80	8	40		10	11
LABAN RANCK	CAMDEN TERMINAL	79	4	16	10	9	4
MICHAEL BYRNE	WEST JERSEY AND SEASHORE	79	2	47	8	13	11
EDWARD KINGSLAND	PHILADELPHIA TERMINAL	79	1	27	9	9	1
ALOIS HOEFLE	NEW YORK	77	9	40	5	10	7
JAMES CROWE	RENOVO	77	6	57	3	7	5
FREDERICK BORKOVSKY	MANHATTAN	77	2	27	11	7	2
WILLIAM H. DAVIS	TRENTON	76	2	45	6	10	1
JAMES P. KERR	CENTRAL	75	11	46	10	5	11
JAMES CONLEY	PHILADELPHIA	75	8	42	10	5	8
JACOB D. WILSON	TRENTON	75	1	20	10	5	
JOHN R. FRASER	JUNIATA SHOP	74	8	40	10	8	7
HENRY F. ALBRIGHT	GENERAL OFFICE	73	5	54	5	3	11
CHARLES E. WEST	PHILADELPHIA TERMINAL	73	2	38	10	7	8
DANIEL HOLLENBACK	WILLIAMSPORT	72	1	48	5	2	1
PATRICK LOGUE	ALTOONA CAR SHOP	71	9	38	2	6	2
WILLIAM T. WOODRUFF	NEW YORK	71		20	6		11
JOHN J. BLAUVELT	MANHATTAN	70	8	31	6	2	
THEODORE W. MOUNT	NEW YORK	70	6	25	8		6
JOSEPH BROWN	NEW YORK	69	11	35	4	4	8
FRANK O'BRIEN	NEW YORK	69	10	30		1	5
JOHN N. SCHWARTZ	CONEMAUGH	69	8	40	1		7
MICHAEL W. MILLER	PHILADELPHIA	67	5	33	4	2	1
PATRICK F. DALY	NEW YORK	66	5	32	8		2
SAMUEL L. DALBY	JUNIATA SHOP	66	2	31	11	1	1
JOHN M. REPPARD	NEW YORK	65	11	32	6		6
SAMUEL M. BRYAN	PHILADELPHIA	65	1	34	4		1

LINES WEST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Rolls	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
CHARLES HOLTZWORTH	EASTERN	83	7	37	5	13	
JAMES S. DAVIS	EASTERN	75	1	48	1	4	
HARVEY THOMAS	WESTERN	74	7	23	10	4	7
MAURICE O'CONNELL	ST. LOUIS	73	3	17	3	3	2
JAMES HANLON	CLEVELAND AND PITTSBURGH	73		15	10	2	
F. H. STROHMMEYER	ERIE AND ASHTABULA	72	4	34	1	2	3

The Pennsylvania Railroad System is now paying \$4100 per day, or almost exactly \$1,500,000 per year, in pensions.

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION

FOR EMPLOYES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

April 29, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

16

The Railroad Roll of Honor

"I have considered the pension list of the Republic as a roll of honor."

—President Grover Cleveland in a special
message to Congress, July 5, 1888.

Six men, each of whom worked for the Pennsylvania Railroad System more than a half-century, were retired from active service on April 1, 1916, and placed on the "Roll of Honor." Three were Enginemen, two Conductors and one a Crossing Watchman. These six men gave a total of more than 305 years of service to the Railroad.

Altogether 53 employes closed their working careers in accordance with the pension regulations. Twenty of them were in the service 40 years or more.

There are now on the "Roll of Honor" of this Railroad System the names of 4567 men and women. Since the retirement plan was established on January 1, 1900, pensions have been awarded to 9359 employes and the total outlay has been more than \$12,600,000.

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
DANIEL SULLIVAN 615 West Spruce Street, Titusville, Pa.	CROSSING WATCHMAN	BUFFALO	51	10
GEORGE H. SNYDER Harrisburg, Pa.	ENGINEMAN	PHILADELPHIA	51	
SAMUEL H. MUSSER Columbia, Pa.	ENGINEMAN	MARYLAND	50	3
GEORGE WERNER Ligonier Street, Derry, Pa.	ENGINEMAN	PITTSBURGH	47	11
JOHN NAUGHTON 183 Third Street, Jersey City, N. J.	WATCHMAN	MANHATTAN	47	10
BENJAMIN F. GOODMAN Altoona, Pa.	GANG LEADER	ALTOONA MACHINE SHOP	47	7
SAMUEL BOYER Julian, Pa.	LABORER	TYRONE	46	7

Name	Occupation	Division	Years	Length of Service	
				Months	
JOHN P. QUIGLEY	MACHINE HAND	CONEMAUGH	46	5	
Delaware Avenue, Oakmont, Pa.					
BENJAMIN F. NICHOLAS	MOULDER	RENOVO	46	3	
Renovo, Pa.					
JOHN F. SCHIESWOHL	CONDUCTOR	BALTIMORE	45	5	
1113 West Thirty-seventh Street, Baltimore, Md.					
JAMES DAWSON	ENGINEMAN	TYRONE	45	4	
Tyrone, Pa.					
COURTLAND MORRIS	BLACKSMITH AND LOCK TENDER	TRENTON	43	7	
Raven Rock, N. J.					
JOHN C. PALMER	MACHINE HAND	JUNIATA SHOP	41	11	
105 East First Avenue, Altoona, Pa.					
SAMUEL KING	BRIDGEMAN	NEW YORK	41	9	
94 Orchard Street, Newark, N. J.					
GEORGE R. MAJOR	SHOP HAND	JUNIATA SHOP	41	7	
919 Green Avenue, Altoona, Pa.					
JEFFERSON M. BOYD	DRAW TENDER	MARYLAND	40	11	
Perryville, Md.					
JOSEPH ALDINGER	CROSSING WATCHMAN	PHILADELPHIA	39	9	
Columbia, Pa.					
NORMAN PORTER	ENGINE PREPARER	BEDFORD	39	3	
Ellerslie, Md.					
JAMES FISHER	HELPER	NEW YORK	36	7	
844 Newark Avenue, Jersey City, N. J.					
JOHN C. DELOZIER	FORGEMAN	PITTSBURGH	36	3	
St. Augustine, Cambria County, Pa.					
HARRY C. THOMAS	CAR BUILDER	ALTOONA CAR SHOP	36	1	
Altoona, Pa.					
ISAAC HARRINGTON	PASSENGER AGENT	BALTIMORE	34	3	
439 Park Street, York, Pa.					
ABSAOM D. JAMISON	CONDUCTOR	CONEMAUGH	34	3	
14 Luty Street, N. S., Pittsburgh, Pa.					
PHILIP HEIM	BRAKEMAN	PHILADELPHIA	33	7	
East Prospect, York County, Pa.					
JOHN HART	MOULDER	SOUTH ALTOONA FOUNDRY	32	11	
4025 Fifth Avenue, Altoona, Pa.					
FRANK SMITH	LABORER	ALLEGHENY	32	3	
Limestone, N. Y.					
FREDERICK SCHLOSSER	SHOP HAND	MARYLAND	32	1	
Wilmington, Del.					
PHILIP WAGNER	SHOP HAND	NEW YORK	31	5	
277 N. J. R. R. Avenue, Newark, N. J.					
SOLOMON DELL	WATCHMAN	ALTOONA CAR SHOP	31	2	
Altoona, Pa.					
JOHN MCGRAW	LABORER	BUFFALO	30	4	
58 Maple Street, Cuba, N. Y.					
EDWARD ROGERS	LAMP ROOM ATTENDANT	CONEMAUGH	30	3	
5202 Carnegie Avenue, Pittsburgh, Pa.					
JOHN McDEVITT	COOPER	PHILADELPHIA TERMINAL	30		
2430 South Opal Street, Philadelphia, Pa.					
DAVID BRICKER	MACHINE HAND	PHILADELPHIA	29	6	
Harrisburg, Pa.					
MARTIN V. LEEPER	LABORER	ALTOONA MACHINE SHOP	29	5	
Altoona, Pa.					
AMBROSE LISS	CAR CLEANER	ELMIRA	27	8	
Elmira, N. Y.					
ADAM KOLLO	STATIONARY ENGINEER	TRENTON	26	11	
Frenchtown, N. J.					
LUGENE WOOD	SIGNAL FITTER	TRENTON	26	9	
Stevens, Burlington County, N. J.					
JOHN REED	LABORER	ALLEGHENY	25	6	
Templeton, Pa.					
JAMES PINCIN	MACHINIST	ALTOONA MACHINE SHOP	24	11	
Altoona, Pa.					
THOMAS LANGDON	BLACKSMITH	CONEMAUGH	23	5	
Pennsylvania Avenue and Fifth Street, Oakmont, Pa.					

LINES WEST OF PITTSBURGH

Name	Occupation	Division	Years	Length of Service	
				Months	
COURTLAND EWING	PASSENGER ENGINEMAN	CLEVELAND AND PITTSBURGH	52	2	
533 Prospect Street, New Philadelphia, Ohio.					
ALBERT G. ESTRY	PASSENGER CONDUCTOR	WESTERN	50	6	
2206 Broadway, Fort Wayne, Ind.					

Name	Occupation	Division	Length of Service	
			Years	Months
JOHN B. WEBER	PASSENGER CONDUCTOR	EASTERN	50	
942 Western Avenue, N. S., Pittsburgh, Pa.				
NICHOLAS E. ROACH	CROSSING WATCHMAN	ZANESVILLE	40	6
224 Van Buren Street, Zanesville, Ohio.				
JOHN T. DALE	CROSSING WATCHMAN	VINCENNES	36	1
South Edwards Street, Worthington, Ind.				
PHILIP M. MURRAY	SHOP HAND	RICHMOND	34	
1238½ Main Street, Richmond, Ind.				
FERDINAND J. SCHEUMANN, SR.	MACHINIST	LOGANSPORT	33	5
520 Helm Street, Logansport, Ind.				
ISAIAH H. POTTER	CROSSING WATCHMAN	EASTERN	32	11
East Robinson Street, Shreve, Ohio.				
JOHN MALONEY	TRACKMAN	PITTSBURGH	31	
Collier, W. Va.				
THERON B. ROWLEE	CAR REPAIRER	NORTHERN	29	
958 Ionia Avenue, S. W., Grand Rapids, Mich.				
THOMAS DOOGAN	BLACKSMITH	INDIANAPOLIS	28	2
216 North Twenty-second Street, Columbus, Ohio.				
JESSE COLOBUNO	CROSSING WATCHMAN	RICHMOND	26	10
336 Charles Street, Hamilton, Ohio.				
IEMUEL H. HALLENBECK	CAR INSPECTOR	ERIE AND ASHTABULA	24	
920 West Twenty-third Street, Erie, Pa.				
*JOHN GARDNER	TRACKMAN	PITTSBURGH	17	4
Beaver Street, New Comerstown, Ohio.				

*Retired, effective February 1, 1916.

Men Now Retiring Who Have Served the Pennsylvania Railroad More Than Half a Century



DANIEL SULLIVAN

DANIEL SULLIVAN

LENGTH OF SERVICE, 51 YEARS 10 MONTHS

Daniel Sullivan was Crossing Watchman at Titusville, Pa., for nearly 40 years. During that long period he was able, by his vigilance and care, to prevent the occurrence of even a single accident at the crossing for which he was responsible.

Mr. Sullivan was born in County Kerry, Ireland, on March 17, 1846, and came to America with his parents. In May, 1864, at the age of 18 years, he entered the service of the Western New York and Pennsylvania Railroad as Brake-man, engaged in both the freight and passenger services.

He was assigned to duty as Crossing Watchman at Titusville in November, 1877, and remained in that position until he was placed upon the "Roll of Honor," April 1, 1916. This comment on his fidelity was made by the Superintendent of the Buffalo Division:

"Mr. Sullivan has been an exceptionally faithful employe, very conscientious in the performance of his duties, and has always taken great pride in the fact that no accident occurred on the crossing which he protected."

"A WORK BOY'S FINE FINISH"

The Pennsylvania Railroad Company in a bulletin announces the retirement with pensions of eleven employes who had been in the service of the Company for periods ranging from 44 to 52 years. It is not stated, but goes without saying, that these men who have just been added to the Company's Roll of Honor paid more attention to duty than pushing the time-clock. The list includes Enginemen, Car Cleaners, Switchmen and Conductors.

The retired employe longest in service went to work at the age of 12 as Water Boy, and he quit as Engineer. Somewhere in his long and honorable career he got the idea that employment means more than drawing wages. This man is Cyrus J. Hershberger, of Altoona. He spent 44 years at the throttle, to which responsible position he advanced in eight years from Water Boy.

—From the Philadelphia Knit Goods Bulletin, February, 1916.

G. H. SNYDER

LENGTH OF SERVICE, 51 YEARS

G. H. Snyder was born in Montgomery County, Pa., on June 12, 1850, and was first employed by the Railroad on March 12, 1865, as Laborer in the Maintenance of Way Department, Philadelphia Division. He became Fireman in June, 1873.

In July, 1880, Mr. Snyder was promoted to Engineman, and continued in that position until retired from active duty.



G. H. SNYDER



JOHN B. WEBER

LENGTH OF SERVICE, 50 YEARS

John B. Weber, Passenger Conductor on the Eastern Division of the Pennsylvania Company, was Conductor for 45 years, and in that period no passengers or employes were ever killed in any train of which he was in charge.

Mr. Weber was first employed in the railroad service on February 27, 1866, as Freight Brake-man. In 1871 he was promoted to Freight Conductor. He became Passenger Conductor in 1887, and continued in that service until he was placed on the Railroad's "Roll of Honor."

COURTLAND EWING

LENGTH OF SERVICE, 52 YEARS 2 MONTHS

Courtland Ewing was born August 30, 1846, and entered the Railroad service on October 1, 1863, as Train Boy on the Cleveland and Pittsburgh Division. He became Fireman in May, 1865, and was promoted to Engineman in June, 1869. He was assigned to the passenger service, as Engineman, in July, 1891. He was Passenger Engineman on the Cleveland and Pittsburgh Division at the time of his retirement.



COURTLAND EWING



ALBERT G. ESTRZY

LENGTH OF SERVICE, 50 YEARS 6 MONTHS

Albert G. Estrzy was born at Marlboro, Stark County, Ohio, July 16, 1847. He served in the Civil War and entered the employ of the Pittsburgh, Fort Wayne and Chicago Railway, as Freight Brakeman, on May 9, 1865. He was appointed Freight Conductor on October 3, 1869, and Passenger Conductor on April 10, 1874.

For the last 33 years Mr. Estrzy has been Conductor on the Pennsylvania Limited, over the Western Division of the Pennsylvania Company. No passenger on any of his trains was ever killed or injured.

AN ENVIABLE RECORD

David Cline, of Norwood, Pa., has been retired on a pension, granted him by the Pennsylvania Railroad for faithful performance of duty.

Mr. Cline holds an enviable record that few can equal and possibly none surpass. For forty-five years he has been doing railroad work on freight trains. Nearly nine years of the forty-five he was Fireman and the other thirty-six years he was Engineer.

During nearly half a century of service his train never met with an accident, nor had he ever been called before his superiors for neglect of duties. This is indeed a remarkable record.

—*The Wilmington, Del., Evening Journal, March 8, 1916.*

Mr. Cline was placed on the "Roll of Honor" March 1, 1916.



SAMUEL H. MUSSER

LENGTH OF SERVICE, 50 YEARS 3 MONTHS

Samuel H. Musser was placed on the "Roll of Honor" April 1, 1916, after an active career

which exceeded the half-century mark. In his last 10 years of employment Mr. Musser made a remarkable record, having worked 3311 days in that time, or an average, for the entire period, of 27½ days per month.

Mr. Musser was born March 28, 1848, near Elizabethtown, Lancaster County, Pa. He was raised on a farm, went to the public schools and started his railroad service in May, 1865, as Water Boy for a floating gang on the Philadelphia Division. Soon afterward he made a "full hand" on the work train.

In the winter of 1867 he became Brakeman on the Philadelphia Division. In November, 1875, he was transferred to the Frederick Division as Brakeman, and on March 1, 1876, was promoted to Fireman. He was promoted to Engineman on September 23, 1879, and ran in the freight service until April 1896, when he was made Passenger Engineman and ran in passenger service on the Frederick Division between Frederick and Bruceville, and also on the Columbia and Port Deposit Branch.

On June 1, 1902, when the Columbia and Port Deposit Branch was taken over by the Maryland Division, Mr. Musser was transferred to the Maryland Division as Engineman and remained in that position until he was retired from active work.

In Memoriam, March, 1916

LINE EAST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Rolls	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
JAMES GRAY	ELMIRA	93	6	35	8	16	2
SAMUEL B. LAIRD	MONONGAHELA	89	1	33	9	16	2
JAMES KESSACK	BALTIMORE	88	3	39	4	16	2
EMANUEL HOFFMAN	WILLIAMSPORT	87	10	38	8	16	2
DAVID BEAMER	PITTSBURGH	83	6	42	8	13	10
JOHN A. RAKESTRAW	ALTOONA MACHINE SHOP	82	7	32	6	2	7
DAVID F. AHN	WILLIAMSPORT	82	4	30	8	12	4
EDWARD NEASE	BALTIMORE	81	6	17	9	11	6
OLIVER HARRIS	PHILADELPHIA TERMINAL	80	10	49	5	10	9
JOHNSON SNYDER	TRENTON	80	2	29	1	10	2
JACOB WEISER	WILLIAMSPORT	79	11	41	4	9	11
DANIEL SIBERT	PITTSBURGH	78	10	18	9	8	10
BENJAMIN ROSSELL	NEW YORK	78	7	53		10	1
GEORGE H. CREIGHTON	PITTSBURGH	78	2	34	6	8	2
PETER HIGI	WILLIAMSPORT	77	11	46	7	7	10
ISAAC GLOVER	ALTOONA MACHINE SHOP	77	6	40	10	7	6
JOHN J. HORAN	PHILADELPHIA TERMINAL	77		40	10	6	11
WILLIAM AIKEN	ALTOONA CAR SHOP	76	10	38	2	6	10
IRA DEAN	BALTIMORE	76	6	31	11	6	6
THOMAS M. EMERY	PHILADELPHIA	76	6	20	2	6	6
MICHAEL MOLLOY	CONEMAUGH	76	5	42	9	6	5
ALGA SMITH	DELAWARE	76	4	30	5	9	2
BENGTS THORSON	RENOVO	76	3	27	3	6	2

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Rolls	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
PATRICK GERRITY	NEW YORK	75	10	40	4	5	10
SIMON KELLY	BALTIMORE	75	7	43	1	5	6
JAMES DOUGHERTY	CAMDEN TERMINAL	74	11	46	3	6	1
THOMAS O'NEILL	NEW YORK	74	3	31		4	2
MATHIAS KNIEWEL	BALTIMORE	72	6	38	8	2	6
JESSE M. CONNELLY	CAMDEN TERMINAL	72	4	31	4	3	9
JOSEPH D. GREENE	GENERAL OFFICE	72	3	48	4	2	2
PATRICK STANLEY	ALLEGHENY	72		40	11	3	3
RUFUS M. PILE	GENERAL OFFICE	71	9	44	4	1	8
JOHN V. P. BISSETT	CAMDEN TERMINAL	71	3	49		1	2
THOMAS SCOTT	PHILADELPHIA TERMINAL	70	8	39	11		8
OBADIAH AYRES	TRENTON	70	4	29	7		3
JOHN W. WISCHENDORF	BUFFALO	69	11	34	11	3	10
JOHN J. FRAZIER	MIDDLE	69	10	39	1	4	8
JAMES LAWLEY	WILLIAMSPORT	69	6	45	4	4	6
JOHN REYNOLDS	TRENTON	68	6	34	9	1	7
JAMES G. PHILLIPS	CONEMAUGH	68	4	30	4		9
JOHN MALONE	TRENTON	68	3	32	10		8
JOSEPH KURTZ	ALTOONA MACHINE SHOP	67	3	39	5		11
GEORGE COLLEGE	RENOVO	66	7	44	8		4
JAMES O'HARE	BALTIMORE	65	3	33	1		1
CHARLES C. BOWEN	WILLIAMSPORT	65	3	33	9		2

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Rolls	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
JOHN E. MILLER	PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS RY.	85	8	43		15	2
JOHN CONLEY	PITTSBURGH	83	8	50	1	13	7
JOHN H. PAHLER	CHICAGO TERMINAL	82	6	25	6	7	11
JOSEPH BOSSLER	WESTERN	82	1	29	3	12	5
CHRISTIAN P. WALLER	TOLEDO	78	10	10	5	8	9
JOHN D. FORD	INDIANAPOLIS	78	8	38	6	5	
AUGUST SHOVEY	INDIANAPOLIS TERMINAL	77	10	18	6	7	9
MICHAEL J. SHEEDY	CHICAGO TERMINAL	75	11	43	4	5	11
THOMAS CUYLER	CLEVELAND AND PITTSBURGH	75	2	45	7	5	2
GEO. N. MINNEMEYER	EASTERN	74	11	44	8	6	3
CHRISTIAN WITTE	WESTERN	73		37	11	3	
JOHN E. WELDON	CHICAGO TERMINAL	71	6	42	5	5	1
ANTON LAUBER	INDIANAPOLIS	71	4	37	5	6	1
JAMES MURPHY	PITTSBURGH	69	8	31	7		11
GOTTLIEB J. KUJATH	LOGANSPOET	69	2	40	1	1	3
WILLIAM A. JAMISON	PITTSBURGH	67	6	33	4		10

Amount paid since Retirement plan was established on January 1, 1900	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
	\$9,543,503.82	\$3,057,283.33	\$12,600,787.15
Total number of employes placed on Roll of Honor to April 1, 1916	7091	2268	9359
Roll of Honor employes who have died	3635	1157	4792
Total number of employes on Roll of Honor April 1, 1916	3456	1111	4567

An "Honor Roll" Man Who Fought with Sheridan, Burnside and Custer

Courtland Morris, who was placed on the "Roll of Honor" of the Pennsylvania Railroad April 1, 1916, had a stirring career as a young man, taking part in many of the greatest battles of the Civil War and afterward fighting the Indians under Custer.

His war experience began on July 1, 1863, when he enlisted in Company G, Forty-fifth Pennsylvania Infantry. Receiving his honorable discharge 60 days later, he re-enlisted in Company A, Third New Jersey Calvary, and served to the end of the war, participating in the battles of the Wilderness, Spottsylvania, Cold Harbor, Gaines Mill, Petersburg and Winchester, and Sheridan's raid from Winchester. He was at Appomattox when Lee surrendered.

For 18 months he was Orderly to General Burnside, of the Ninth Army Corps, and had many thrilling experiences and narrow escapes from death while carrying orders on the firing line.

Re-enlisting, after the close of the war, in Company K, Seventh United States Cavalry, under Lieutenant Colonel George A. Custer, he served five years, as First Sergeant, against the Indians.

One of the battles with the Indians in which he took part came near ending like



COURTLAND MORRIS

the massacre in which, a few years later, Custer and his force were wiped out. This was the fight against the tribe of Chief Black Kettle, along the Washita River, in Indian Territory, now Oklahoma.

Black Kettle's warriors got the worst of the first encounter, but the Chief obtained heavy reinforcements, so that Custer's 600 men were greatly outnumbered. Nothing was possible but a retreat to Fort

Cobb, nearly 100 miles away. So skillfully did Custer manage the withdrawal of his force that it was finally accomplished without loss, though on a number of occasions the danger appeared great that the Indians would surround his men and cut them off. That would have meant annihilation.

Upon the expiration of his service on the plains, Sergeant Morris returned to the East and entered the employ of the Delaware and Raritan Canal Company, a subsidiary of the Pennsylvania Railroad.

For many years, prior to his retirement, Mr. Morris was Lock Tender in charge of the head gates of the canal feeder at Raven Rock, N. J.

Mr. Morris' total period of service was 43 years and 7 months.



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

May 1, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

17

Enlarging the Organization of the Traffic Department

Enlargement of the Traffic Department of the Pennsylvania Railroad, involving the promotion of eight officers, becomes effective today. Each of these men started his business career in the employ of this Railroad and has remained in its service ever since.

The purpose of the change is to enable the Department more efficiently to perform its duty toward the Railroad and the public.

Robert C. Wright, heretofore Freight Traffic Manager of the Lines East of Pittsburgh, becomes Traffic Manager, in general charge of both freight and passenger traffic. Mr. Wright has been in the service 28 years.

George D. Ogden, for the last four years General Freight Agent, is advanced to Freight Traffic Manager. He has served the Railroad 29 years.

Robert H. Large, who has been General Coal Freight Agent since 1910, is promoted to Coal Traffic Manager, in charge of the coal, coke and ore traffic. Mr. Large has been employed 21 years.

Julien L. Eysmans, after four years' service as Assistant General Freight Agent, is advanced to General Freight Agent. His length of service is 25 years.

John M. Gross, who has been Division Freight Agent, Western Pennsylvania and Northern Divisions, at Pittsburgh, since 1912, is promoted to Assistant General Freight Agent, with office in Philadelphia. He has worked for the Railroad 20 years.

Harold A. Haines, who was made Division Freight Agent, New Jersey Division, on December 1, 1915, becomes Division Freight Agent at Pittsburgh. He has served 17 years.

W. H. H. Willis, since 1912 Division Freight Agent of the Philadelphia, Baltimore and Washington Railroad at Wilmington, Del., is appointed Division Freight Agent, New Jersey Division, with office in Philadelphia. He has been 22 years in the service.

George W. Rush, since 1910 Freight Agent at Pittsburgh, is made Division Freight Agent of the Philadelphia, Baltimore and Washington Railroad at Wilmington, Del. He has served 29 years.



ROBERT CLINTON WRIGHT

Traffic Manager, Lines East of Pittsburgh

Robert Clinton Wright was born in Rio de Janeiro, Brazil, on December 5, 1869. He was educated in the public schools of Baltimore, Md., and in the Baltimore City College.

Mr. Wright entered the railroad service in March, 1888, as Messenger and Clerk at Patterson's Wharf Station, Northern Central Railway, at Baltimore. From December, 1889, to June 1, 1897, he served as Clerk in the General Agent's Office at Baltimore; from June 1, 1897, to December 31, 1898, he was Soliciting Agent of the Star Union Line.

From January 1 to May 1, 1899, Mr. Wright was Special Agent of Transportation, Pennsylvania Railroad; from May 1, 1899, to January, 1901, Division Freight Agent of the same road, at Altoona, Pa. In January, 1901, Mr. Wright became Division Freight Agent at Harrisburg, Pa. On June 1, 1903, he was appointed Assistant Gen-

eral Freight Agent at Philadelphia, and on March 1, 1906, was made General Freight Agent in charge of local freight.

Mr. Wright was promoted to Freight Traffic Manager on May 8, 1912, and upon a change in the organization of the Company, effective May 1, 1916, he was appointed by the Board of Directors to the newly created position of Traffic Manager of the Lines East of Pittsburgh and Erie, with supervision over both freight and passenger traffic.

Mr. Wright is a member of the Chamber of Commerce of the United States of America, a Trustee of the Philadelphia Commercial Museum and a member of the Committee on Foreign Trade of the Chamber of Commerce of Philadelphia. He belongs to the Rittenhouse Club, of Philadelphia, the Maryland Club, of Baltimore, and the Merion Cricket Club, of Haverford, Pa.

GEORGE DICKIE OGDEN

Freight Traffic Manager

George D. Ogden was born at Homer City, Indiana County, Pa., May 16, 1868. He received his education at the Indiana Normal School and Washington and Jefferson College.

Mr. Ogden entered the service of the Pennsylvania Railroad Company as Freight and Ticket Agent, at Homer, Pa., June 1, 1887. He was

transferred to Allegheny City Yard as Night Yard Clerk, October, 1890, and to the position of Transportation Clerk in the Superintendent's office of the West Penn Division, in November of the same year. He was transferred to Butler, West Penn Division, as Freight and Ticket Agent, May, 1891; to McKeesport as Freight



GEORGE DICKIE OGDEN

Agent and Yard Master, February, 1895, and to Harrisburg as Freight Agent, January 1, 1898.

Mr. Ogden was promoted to Division Freight Agent at Altoona, Pa., on January 14, 1901. He was transferred to the Buffalo and Allegheny Valley Division, Pittsburgh, in the same capacity, on June 1, 1903, and on March 1, 1906, he was advanced to the position of Assistant General Freight Agent at the General Offices in Philadelphia.

On May 8, 1912, upon a change in the organization of the Company, Mr. Ogden was promoted to General Freight Agent, and on May 1, 1916, was again advanced to Freight Traffic Manager.

Mr. Ogden is a member of the Harrisburg Club, the Harrisburg Country Club, the Altoona Cricket Club, Pittsburgh Duquesne Club, Oakmont Country Club, the Racquet Club, and the Merion Cricket Club.

ROBERT HARTSHORNE LARGE

Coal Traffic Manager

Robert H. Large was born in Philadelphia on October 31, 1875, and after obtaining his preliminary education at the Protestant Episcopal Academy of Philadelphia, he entered the University of Pennsylvania in the fall of 1893, in the Civil Engineering Department, where he remained until the early part of 1895.

On April 15, 1895, he entered the service of the Pennsylvania Railroad, in the Maintenance of Way Department, as Rodman on an Engineering Corps making a property survey of the Belvidere Division. He remained in the service of the Maintenance of Way Department until July, 1896, at which time he was appointed Clerk at the Thirtieth and Market Streets Freight Agency. After occupying the positions of Scale Clerk,

Receiving Clerk, etc., in December, 1896, he was transferred to the General Freight Department, Broad Street Station, in the capacity of Claim Clerk.

Mr. Large remained in the service of the Company, occupying various clerical positions in the General Freight Department, until the latter part of April, 1898, when he resigned his position to volunteer in the United States Army for service during the Spanish American War. He re-entered the service of the Pennsylvania Railroad Company in 1898, in the General Freight Department, as Rate Clerk. In 1899 he was appointed Assistant Chief Rate Clerk in the General Freight Department. He held this position until January 15, 1900, when he resigned to accept the



ROBERT HARTSHORNE LARGE

appointment of Joint Freight Solicitor of the Pennsylvania Railroad and the New York, Philadelphia and Norfolk Railroad, with headquarters at No. 26 South Fifteenth Street, Philadelphia.

On December 1, 1901, Mr. Large was appointed Freight Solicitor, United Railroads of New Jersey, with headquarters at Broad Street Station, Philadelphia; on January 15, 1903, Special Agent, Buffalo and Allegheny Valley Division, and Agent of the Anchor Line, with offices at the Union Station, Pittsburgh. On June 1, 1903,

he was promoted to Division Freight Agent, Pennsylvania Railroad, with offices at Altoona.

Mr. Large was appointed Coal Freight Agent of the Pennsylvania Railroad Company on February 15, 1905, and on May 25, 1910, General Coal Freight Agent.

On May 1, 1916, Mr. Large was promoted to Coal Traffic Manager, and his duties were extended to include coal, coke and ore traffic on the Pennsylvania Railroad East of Pittsburgh and Erie.

JUDGE GARY'S ADVICE TO YOUNG MEN

First. A young man should be thoroughly honest, frank and sincere. When he says anything he should tell the truth.

Second. He should be considerate of the interests of others. Of course, he should seek to protect and promote his own interests, but not to the undue or unfair prejudice of others. This he will find wise from the standpoint of good morals and good business.

Third. He should have a good education. First of all, he should be educated in the fundamentals, including particularly grammar, rhetoric, spelling, arithmetic, geography, history. The more he knows in other lines, including the classics, so much the better.

Fourth. He should be consistent and careful in looking after his health, both physically and morally.



JULIEN L. EYSMANS

General Freight Agent

Julien L. Eysmans was born in Brussels, Belgium, March 18, 1874. His parents moved to America in 1876 and settled in Reisterstown, Md. He was educated in the public schools of Baltimore.

Mr. Eysmans entered the service of the Pennsylvania Railroad Company, as Messenger, in the office of the Division Freight Agent, at Baltimore, May 1, 1891. On October 1, 1893, he was moved to Washington, D. C., as Clerk, and on July 1, 1894, he returned to Baltimore as Clerk. On August 1, 1896, he was appointed Freight Solicitor of the Pennsylvania Railroad at Baltimore, and on April 15, 1898, was, in addition, made Agent of the Anchor Line at the same

place. He was transferred to Freight Solicitor at Reading, Pa., on March 26, 1900, and was appointed District Freight Solicitor at Baltimore on March 9, 1903. He became Eastern Superintendent of the Star Union Line at New York on January 1, 1904. On February 28, 1906, he was promoted to General Freight Agent of the Cumberland Valley Railroad, and on June 1, 1911, transferred to Division Freight Agent of the Pennsylvania Railroad, at Pittsburgh.

On May 8, 1912, upon a change in the organization, Mr. Eysmans was promoted to Assistant General Freight Agent, with headquarters at the General Office, at Philadelphia, Pa., and on May 1, 1916, was advanced to General Freight Agent.

JOHN M. GROSS

Assistant General Freight Agent

John M. Gross was born at York, Pa., on February 15, 1877. He received his early education in the private schools of York, following which he completed a course in the York Collegiate Institute.

Mr. Gross entered the service of the Pennsylvania Railroad Company on April 15, 1896, as Clerk in the York, Pa., Freight Station. On November 9, 1896, he was advanced to Billing Clerk. On January 15, 1899, he was promoted

to Freight Solicitor in the office of the Division Freight Agent at Baltimore, Md., and on March 26, 1900, was appointed Freight Solicitor of the Star Union Line, at Baltimore. He was transferred to Rochester, N. Y., as Agent for the Despatch Lines, on November 15, 1902, and on March 16, 1903, he was appointed Freight Solicitor of the Pennsylvania Railroad and Agent of the Star Union Line, with headquarters at



JOHN M. GROSS

Reading, Pa. On March 16, 1904, he was appointed Special Agent at Pittsburgh, and on February 15, 1905, was promoted to Division Freight Agent at Altoona. On January 1, 1909, he was transferred to Baltimore, Md., as Division

Freight Agent, and on May 8, 1912, he was advanced to Pittsburgh in the same capacity.

On May 1, 1916, Mr. Gross was promoted to Assistant General Freight Agent, with office in Broad Street Station, Philadelphia.

The Traffic Department and Its Work

The Traffic Department of a Railroad manages the commercial end of the business. It corresponds, roughly, to what, in a mercantile or manufacturing business, would be called the selling force.

In the organization of the Pennsylvania Railroad Lines East of Pittsburgh the work of the Department is under the general executive direction of the Vice-President in Charge of Traffic.

Under the change in organization which becomes effective today the new office of Traffic Manager is created. The Traffic Manager will have jurisdiction, subject to the guidance and direction of the Vice-President in Charge of Traffic, over both

the freight and passenger business of the Lines East of Pittsburgh, and will be generally responsible for the promotion and development of both branches of traffic.

The direct management of the freight business will be divided between two officers.

The Freight Traffic Manager will be in immediate charge of all freight traffic except coal, coke and ore.

The Coal Traffic Manager, whose office is also created under the new organization, will direct the coal, coke and ore business.

The passenger business will remain, as heretofore, in the direct charge of the Passenger Traffic Manager.

HAROLD A. HAINES

Division Freight Agent

Harold A. Haines was born in Philadelphia, Pa., November 17, 1878. He was educated at the Friends' Select School.

Mr. Haines entered the service of the Pennsylvania Railroad, on September 5, 1899, as Clerk, in the Overcharge Department, at Broad Street Station. He served in that department two months, when he was transferred to the Rate Room, as Clerk. On March 18, 1903, he was promoted to Freight Solicitor of the Star Union Line, with headquarters at the Bourse, in Philadelphia. From there he was transferred to Freight Solicitor, at Rochester, N. Y., on December 1, 1904, where he remained two years. He was next appointed Freight Solicitor and Agent of the Star Union Line, with headquarters at Reading, Pa.

Mr. Haines was promoted to Canadian Freight Agent, with headquarters at Toronto, Ontario, on February 1, 1910, and, on May 8, 1912, he was returned to the United States as Division Freight Agent of the Northern Central Railway and Philadelphia, Baltimore and Washington Railroad, at Baltimore. He was made Division Freight Agent of the New Jersey Division on December 1, 1915.

Mr. Haines, on May 1, 1916, was appointed Division Freight Agent at Pittsburgh, Pa.



HAROLD A. HAINES

WILLIAM H. H. WILLIS

Division Freight Agent

William H. H. Willis was born at St. Michaels, Talbot County, Md., August 22, 1872. He was educated in the public schools at St. Michaels.

Mr. Willis entered the service of the Pennsylvania Railroad on November 1, 1894, as Clerk at Bolton Freight Station in Baltimore, Md. He was transferred to the office of the District Freight Solicitor at Washington, D.C., January 1, 1895, and on November 1, 1901, he was appointed Freight Solicitor of the Pennsylvania Railroad, with headquarters at Philadelphia. On February 15, 1903, he was transferred to Baltimore, as Freight Solicitor and Agent of the Anchor Line; two years later he was removed to Pittsburgh, as Special Agent of the Freight Department, and on July 1, 1907, was sent to Toronto, Ont., as Canadian Freight Agent of the Pennsylvania Railroad. In July of the following year he was appointed District Freight Solicitor of the Pennsylvania System, at Pittsburgh; on June 1, 1911, Division Freight Agent of the Erie Division and Buffalo and Allegheny Division, and on May 8, 1912, Division Freight Agent of the Philadelphia, Baltimore and Washington Railroad, at Wilmington, Del.

On May 1, 1916, Mr. Willis was appointed Division Freight Agent, New Jersey Division, with office in Philadelphia.



WILLIAM H. H. WILLIS



GEORGE W. RUSH

GEORGE W. RUSH

Division Freight Agent

George W. Rush was born at Wilkes-Barre, Pa., on September 13, 1872. He entered the service of the Pennsylvania Railroad on October 10, 1887, as messenger in the Freight Station at Wilkes-Barre, and continued in that position until February 1, 1889, when he was made Clerk in the same office. On October 1 1895, he was appointed Cashier.

On May 13, 1902, Mr. Rush was appointed Accountant in the Pittsburgh, Pa., Freight Transfer Station. He remained at that work, however, only a few months, and on October 31st of the same year was promoted to the position of Chief Clerk, North Philadelphia Freight Station.

Mr. Rush, on November 17, 1905, was advanced to Freight Agent at Olean, N. Y. He was transferred to Pittsburgh on November 23, 1910, as Freight Agent, in charge of the business at the Sixteenth Street Station and the Produce Yards at Twenty-first Street.

On May 1, 1916, Mr. Rush was promoted to Division Freight Agent of the Philadelphia, Baltimore and Washington Railroad, with office at Wilmington, Del.

Long Island Railroad Operating Department

C. D. BAKER

Superintendent, Long Island Railroad

C. D. Baker was born September 21, 1873, at Suffern, Rockland County, N. Y. He was graduated from Rockland College in 1890, and entered the service of the Long Island Railroad in 1891 as Car Record Clerk. He was successively Staff Record Clerk, Stenographer and Clerk, Timekeeper in the Transportation Department and Chief Clerk to the General Superintendent. In 1909 he was appointed Train Master in Charge of Electrified Lines, and four years later was made Train Master, with Supervision over all train operations.

Mr. Baker, on April 20, 1916, was promoted to Superintendent of the Long Island Railroad.

By his handling of the Atlantic Avenue electric train service, Mr. Baker brought great credit upon himself and his Company through the manner in which he was able to establish prompt and efficient service in and out of Flatbush Avenue Station, one of the most difficult portions of the entire railroad to manage properly.

Mr. Baker lives at Freeport, L. I., and is president of the Freeport Club and serves on the Board of Education. He is a member of the Sons of the Revolution and other organizations.



C. D. BAKER

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

May 10, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

18

How This Railroad's Police Force Routed the "Hardy Gang"



WHERE THE "HARDY GANG" MET ITS WATERLOO

In Rogers Station, on the Green Spring Branch of the Pennsylvania Railroad, eleven miles from Baltimore, a pitched battle was fought between two Railroad patrolmen and two desperate members of a yeggmen's gang. One yegg was killed and the other captured. One of the Patrolmen was severely wounded. This resulted in the complete breaking up of an outlaw band that for months had been spreading terror among the residents of the aristocratic Green Spring Valley of Maryland, and through the farms and villages of the surrounding country.

One of the toughest and most dangerous gangs of yeggmen that ever operated in the State of Maryland has just been wiped out by four members of this Railroad's police force at Baltimore.

Killing the outlaw leader in a hand-to-hand fight in the dark, the

Railroad men captured his closest "pal," scattered the rest of the band and put an end to a long and lawless reign of terror in the beautiful Green Spring Valley of Maryland.

Here is the story:

* * * *

For months in the fall of 1915 and early in the present year there had been an epidemic of crime in the Green Spring Valley, just north of Baltimore, and through the surrounding country up to and beyond the Pennsylvania State line.

Robberies, safe-blowings, hold-ups and burglaries followed each other in close succession, despite the utmost endeavors of the county police.

The criminals, later found to be five in number, became more and more daring.

The homes of wealthy suburban residents were pillaged; stores and post offices were robbed.

At last the yeggs turned their attention to railroad stations, and the time arrived for the Railroad police to act.

Rogers Station Robbed—Plans to Catch the Thieves

One night, about the middle of February, the station at Rogers, Md., eleven miles from Baltimore on the Green Spring Branch of the Pennsylvania Railroad, was broken into and robbed. The thieves made a good haul.

Captain L. W. Rook, chief of the Railroad police of the Baltimore Division, immediately detailed two of his best men, Special Patrolmen Mell F. Scott and Ira W. Truitt, to camp on the trail of the yeggs and "get them." It was regarded as practically certain that some of the gang, following their usual bold course, would make a second attempt on Rogers Station as soon as they thought the excitement had died down.

For many nights Scott and Truitt kept vigil in and around the station, without results.

More than a month passed and the

expected return visit of the yeggmen was not paid.

The Last of the Patrolmen's Long Vigils

On the early morning of March 28th the two patrolmen were on guard inside the station, where they had been all night. Each was standing in a corner by himself, as far from the door and windows as possible.

About 4 o'clock, before the first signs of dawn, voices were heard outside and two men were dimly seen in the road moving toward the station. When opposite the door they stopped, then came up on the porch, where they stood quietly for some moments.

The patrolmen were beginning to think the men had merely sought shelter from the cold rain which was falling, when one of them tried the door. After a few minutes fumbling it swung open, unlocked, as was afterward learned, by a skeleton key.

The Patrolmen, Discovered, Challenge the Yeggs

The men groped their way to a stove in the middle of the room and stood for a time, with their backs toward the patrolmen, as though trying to discover some warmth. One looked, in dim outline, like a six-footer. The other was shorter, but of heavy build.

They exchanged a few words, which the patrolmen, each standing as still as possible in the shadows of his corner, at first could not hear. Then the short man said something about robbing a post office.

The tall man jerked his head apprehensively over his shoulder.

He must have pierced the darkness with his gaze, for he took a stride toward

Patrolman Scott's corner and exclaimed, "What's that?" at the same time thrusting his hand into his right overcoat pocket.

Both patrolmen flashed their pocket electric lamps and Scott called out, "Hands up!"

The Attack—Scott "Gets" His Assailant

"All right, Mister," was the reply from the tall man.

Then a shot rang out. The tall man had fired "from the hip." Scott fell, his right leg badly shattered above the knee by a heavy bullet from a 45-calibre automatic army pistol.

Firing back as he went down, Scott emptied his revolver from the floor.

At the patrolman's first shot the tall yegg "crumpled down," but pulled himself upright again and stumbled backward toward the wall, firing as he went. Reach-

ing the wall, he partly collapsed on a bench and at Scott's last shot fell sideways on his elbow, then rose and staggered through the door.

This all happened in a few seconds.

In the meantime Patrolman Truitt had been wrestling with the other yeggman, the shorter of the two, on the porch just outside the door. At Scott's command of "Hands up!" this man had obeyed instantly, at the same time darting for freedom. Leaping after him, Truitt caught him on the porch, had him pinned, and was slipping the "cuffs" on him, when the tall yeggman came out.

Truitt's Battle on the Station Porch

Letting go his man with one hand, Truitt pulled his revolver and fired at Scott's assailant, who replied with the last cartridge in his automatic pistol. The big



PATROLMAN MELL F. SCOTT

The picture of Patrolman Scott was taken at Mercy Hospital, Baltimore, where he has been since March 28th, recovering from four bullet wounds received in the battle which he and Patrolman Truitt fought with the yeggmen at Rogers Station, Md.



PATROLMAN IRA W. TRUITT

bullet tore through Truitt's coat and vest, from one side to the other, just grazing his chest. While this was happening, the shorter man wrenched himself loose and dealt Truitt a terrific blow on the back of the head with the butt of a heavy marine corps revolver which was afterward found in his possession. The patrolman managed to fire another shot or two and then lost consciousness.

Aid Obtained—Men Rushed to Hospital in Automobile

When Truitt came to his senses neither yeggman was in sight. He heard Scott groaning inside the station, and then began to realize where he was and what had happened.

Finding Scott bleeding profusely from the wound through his leg, and from other injuries, Truitt rendered what aid he could and succeeded in partly checking the flow of blood with bandages improvised from handkerchiefs.

Then, still greatly dazed, he made his way to the nearest dwelling, that of Mr. Bonsal Brooks, a suburban resident, aroused the household and asked for aid.

Jumping into a fast automobile, Mr. Brooks dashed back to the station with Truitt. Scott, by this time was suffering great pain, but his bandages were readjusted and he was made as comfortable as possible for the journey. Mr. Brooks then rushed both patrolmen to the Mercy Hospital, in Baltimore, in his motor car.

Scott's Injuries—Captain Rook Prepares for Action

There it was found that Scott, in addition to his broken leg, had a bullet through the upper part of his left arm, another through his left hand, breaking the index finger, and a fourth through his right ankle. Three other bullets had passed through his clothes without touching him.

The injury to Truitt's head was found to be a bad laceration, but not a fracture of the skull, and the wound was dressed.

Captain Rook was, of course, immediately notified and at once called in all available men of the Railroad force. In a short time he had 20 patrolmen started on an organized search of barns, thickets, woods, swamps and all other possible hiding places surrounding Rogers Station.

Third Dynamiting of Pikesville Post Office

While he was rallying his force, Captain Rook was informed by the Baltimore police that, for the third time since the wave of crime started in the Green Spring Valley, the post office at Pikesville, Md., a small village not far from Rogers Station, had been dynamited and robbed. Three hundred dollars in stamps and money were stolen. The outrage occurred at 2 o'clock that same morning, or about two hours before the fight in the station. From the words the short yegg had let drop just before the battle started, and which had been reported by Truitt, it was certain that the pair which had attacked the patrolmen had also robbed the post office.

When Captain Rook's Railroad patrolmen reached the Green Spring Valley, they were joined by a squad of 10 of the county police, making a force of some 30 men out after the yeggs.

The county men believed the yeggs must have fled to a great distance, and for that reason they busied themselves running out all possible rumors and reports of fleeing desperados.

Every village and nearly every farm for miles around had its own story.

Railroad Police Start on Search Through Barns

Captain Rook, however, from his experiences on the Railroad force and his knowledge of the habits of yeggs, believed that neither man had gone far, especially as

at least one was known to have been badly, if not fatally, injured. For this reason he had his men devote their particular attention to barns, haystacks and similar places of possible concealment. Dividing his force, he mapped out the work in a systematic manner, keeping one man, Patrolman Harry W. Wilhelm, with himself in an automobile driven by a chauffeur.

A Glove, Which Later Forced a Confession

In a preliminary search about Rogers Station the railroad men had found a single glove. Captain Rook put this in his pocket before starting on the hunt.

After searching several barns quite near the station, Captain Rook and Patrolman Wilhelm discovered blood stains around the latch of a door on one a little farther off.

Leaving the chauffeur below with two farmers who had joined them in the search,



CAPTAIN L. W. ROOK

Head of the Police Department of the Baltimore Division of the Pennsylvania Railroad. He planned the breaking up of the Hardy gang and personally captured Yeggman Carney.



PATROLMAN H. W. WILHELM

A member of the Pennsylvania Railroad Police Department, Baltimore Division. He assisted Captain Rook in the capture of Edward Carney, or "Lanky Lem," the safe-blower of the Hardy gang.

Captain Rook and Patrolman Wilhelm mounted the ladder to the hay-loft. There they saw a man lying partly buried in the hay and apparently asleep.

Called upon to surrender, the man opened his eyes, gazed for a moment into the muzzles of two revolvers only a foot or two from his head, then made a leap for his own heavy gun, which lay on a window-sill close by. Before he could get his hands on it, Captain Rook struck him back of the ear with his pistol butt, knocked him down and overpowered him.

The "Jewelry Peddler Ruse"— It Fails to Work

The prisoner at first denied all knowledge of the battle at Rogers Station, protesting that he was a harmless jewelry peddler and had merely crawled into the barn to rest. For evidence he displayed a handful of cheap trinkets which he carried loose

in one pocket. He said he toted the big marine corps revolver for protection.

Posing as jewelry peddlers is a common ruse among yeggs; it did not deceive the officers.

Searching the prisoner's clothes, Captain Rook and the patrolman found a glove, the mate of the one picked up in Rogers Station. Then the man confessed.

Admits Dynamiting Post Office at Pikesville

Further search disclosed a roll of money and a quantity of torn stamps. The man admitted that he had helped dynamite the Pikesville post office, also.

Upon examination the prisoner was found to be entirely uninjured, but a blood-soaked handkerchief was found in a pocket. The officers naturally supposed the wounded yeggman must be with him, hidden somewhere in the hay, although the prisoner strenuously denied this.

The two farmers were summoned from below and offered \$5 apiece to move the hay while the officers stood guard. They declined the job at any price. Finally, Captain Rook and Patrolman Wilhelm did the work themselves, but, discovering no trace of the wounded criminal, took their prisoner to jail, where he gave the name of Edward Carney.

The Baltimore police identified him as a professional criminal of many years' standing—a safe-blower by trade, who had plied his calling and "done time" under these names: Edward Hall, "Lanky Lem," Robert E. Fulton and Edward Carney.

The Wounded Yeggman's Fate Discovered

About two hours after the capture of Carney, while another portion of Captain Rook's force was making a minute examination of everything in the neighborhood of Rogers Station, one of the men saw a flat box, five or six inches square, lying in the road, partly trampled into the mud. Picking it up, he found it was a case of

imitation jewelry, similar to the trinkets which Carney carried in his pocket. Furthermore, the case was pierced in three places as though by bullets.

The road at this point is bordered by dense thickets. Pushing their way through the undergrowth, the searching party, before many steps, came across the cold and rain-soaked body of the second yegg, lying face downward under a low bush, where the man had crawled, with his last efforts, for concealment and shelter.

Identified by Police as an Old Offender

The body was taken to Baltimore, where it was identified by the police as that of George Hardy, or George Harris, who had served at least five prison terms in New Jersey and Pennsylvania, for various crimes.

In his clothes were found money and stamps stolen from the Pikesville post office that morning.

* * * *

Hardy was the leader of the yeggmens' gang.

Carney was his right-hand man—his nitroglycerine expert when safes were to be cracked.

Received Eight Wounds, Seven of Them Fatal

Hardy was found to have been shot seven times through the chest and stomach. Any one of these wounds, according to the coroner's physician, would have been fatal. In addition he had one bullet through the shoulder.

Yet with eight wounds, seven of them mortal, the yeggmens' chief had managed to get some 200 yards from the station where he was shot.

The railroad police believe he was helped up the road by Carney. This, they think, accounts for the bloody handkerchief in Carney's possession and the blood on the barn door where he was found, although Carney, himself, was not injured.

The three bullet holes in the jewelry case found in the road corresponded with three bullet wounds in Hardy's body around the heart, showing that he had carried the case in the breast pocket of his overcoat.

On Hardy's body was found the 45-calibre automatic army pistol with which he had nearly killed Patrolman Scott; also 30 rounds of its heavy ammunition. In addition

he carried nitroglycerine for blowing safes.

Carney's armament consisted of the big marine corps revolver and 20 rounds of cartridges. He also carried a soft black silk scarf to wear about the lower part of his face as a disguise, in connection with his heavy cap. The police say he can manipulate the scarf and cap so as to change his appearance completely in a moment.

* * * *

The death of Hardy and the capture of Carney have restored law and order to the Green Spring Valley of Maryland. The three remaining members of the yeggmen's gang have vanished and a true service has been rendered to the people of Baltimore and its suburbs.

The facts of this story show some of the reasons why this Railroad needs a Police Department, the sort of work the Department does and the fiber of the men who are in it.



TWO YEGGMEN WHO TRIED ONE JOB TOO MANY

George Hardy, or George Harris, on the right, was the leader of the "Hardy Gang," which operated for months in the suburbs and country north of Baltimore until the Railroad police put an end to their depredations.

"No. 4656," on the left, is variously known as Edward Carney, "Lanky Lem," Edward Hall and Robert E. Fulton. This picture of him is from the "Rogues' Gallery" of the Chief Post Office Inspector at Washington. He was Hardy's right-hand man in the gang.

The Man Who Captured Carney

The son of a full-blooded Indian woman and the grandson of a Prophet of the Cherokee Tribe, Luther W. Rook, Captain of Police of the Baltimore Division of this Railroad, whose capture of Yeggman Carney is recounted in this leaflet, has lived up to the restless and fearless spirit of his maternal ancestors.

From his father, a cattleman of the Southwest, he came by typically American traits of ambition and "get there" determination which have largely shaped his unusual career.

* * * *

Captain Rook was born at Talequah, Indian Territory, where his father, Charles W. Rook, a native of Mississippi, had gone into cattle raising. His mother, though of pure Indian blood, had been given the English name of Hattie C. Gamble. She was the daughter of Prophet Kishee Manitou, one of the signers, on behalf of his tribe, of the Treaty of Dancing Rapids, by which the Cherokee Indians ceded to the Government of the United States a large region in the eastern portion of Indian Territory. This land is now part of the State of Oklahoma.

* * * *

After attending the public schools and getting the beginning of his education, Captain Rook, while still barely more than a boy, took his first job, that of cow puncher on an Oklahoma ranch.

In 1899, attracted by the chances for adventure in the Philippines, he enlisted in Company D, 35th United States Volunteers, for service in the Islands. For two years and four months he was engaged in campaigns against the Filipinos, taking

part in many fights and being twice wounded.

On his return to America, he worked for a time as Motorman on the trolley lines of Dallas, Tex., then went on a ranch in that State as a cowboy again, and next joined a party which spent a winter of hardship in New Mexico prospecting for gold. They had plenty of experience, but found none of the metal.

* * * *

In the spring of 1902 he enlisted for three years in the 91st United States Coast Artillery and was stationed, for various periods, at New Orleans, La., Fort St. Phillips, La., Fort Barrancas, Fla., Fort Morgan, Ala., and Fort Crockett, Tex.

At the close of his enlistment he spent six or eight months in travel, visiting Cuba and other places. On his return he re-enlisted in the 103d Coast Artillery. After serving a year and a half he purchased his discharge to accept a position in the police force of the Pennsylvania Railroad.

Entering the Railroad service on August 15, 1908, as Patrolman on the Baltimore Division, he soon distinguished himself for absolute fearlessness, determination and fidelity. On June 1, 1912, he was advanced to Lieutenant, and on December 9, 1915, was promoted to Captain of Police of the Baltimore Division.

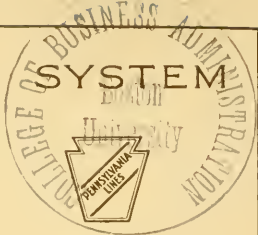
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Since his employment in the railroad service, Captain Rook has found time, in spite of arduous duties, to complete his education. He enrolled in the Law School of the University of Maryland, studied hard at night, completed the regular course and was graduated in 1915, thus fitting himself for a broad career in life.



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA

May 17, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

19

Preparing the Operating Department for Broader Work

One of the principal aims of this Railroad is constantly to improve its organization, upon which it depends to render satisfactory service to the public. This is why important changes have just been made in the Operating Department; they became effective May 1, 1916.

* * * *

Frank Little Sheppard, for seventeen years General Superintendent of the New Jersey Division, was appointed to the newly created office of Resident Assistant to Vice-President in Charge of Operation, Lines East of Pittsburgh, with offices in New York City.

Elisha Lee, General Superintendent of the Philadelphia, Baltimore and Washington Railroad since 1914, became Assistant General Manager, Lines East of Pittsburgh, also a newly created office.

Charles Shalter Krick, Acting General Superintendent of the New Jersey Division since last November, was appointed General Superintendent of that Division.

Gamble Latrobe, for nearly eight years Superintendent of the Baltimore Division, and General Agent, at Baltimore, of the Philadelphia, Baltimore and Washington Railroad and the Northern Central Railway, was promoted to General Superintendent of the Philadelphia, Baltimore and Washington Railroad, with offices at Wilmington, Del.

* * * *

The other appointments effective May 1, 1916, follow:

Robert Valentine Massey, Superintendent, New York Division.

George R. Sinnickson, Superintendent, Baltimore Division.

Joseph Hildeburn Gumbes, Superintendent, Philadelphia Terminal Division.

Joseph J. Rhoads, Superintendent, Schuylkill Division.

John Moore James, Superintendent, Renovo Division.

H. H. Maxfield, Superintendent of Motive Power, Western Pennsylvania Division.

John M. Henry, Assistant Superintendent, Pittsburgh Division.

Robert Maskell Patterson, Special Agent, General Manager's Department.

John Barclay Fisher, Superintendent of Freight Transportation at Philadelphia.

H. C. Bixler, Superintendent of Stations and Transfers, Lines East of Pittsburgh.

T. S. Bell, Superintendent of Car Service.

Frank W. Smith, Jr., Assistant Superintendent, New York Division.

J. M. Jones, Assistant Superintendent, Philadelphia Terminal Division.

J. H. Harris, Division Engineer, New York Division.

Charles D. Porter, Master Mechanic, 28th Street Shop, Pittsburgh.

C. D. Barrett, Assistant Engineer of Motive Power, Office of General Superintendent of Motive Power, Altoona, Pa.

Lloyd B. Jones, Assistant Engineer of Motive Power, Central Division.



FRANK LITTLE SHEPPARD

Resident Assistant to Vice-President in Charge of Operation
Pennsylvania Lines East of Pittsburgh

Frank Little Sheppard was born in Bridgeton, N. J., in 1851. He entered the service of the Pennsylvania Railroad Company as Apprentice at the Altoona Shops, in 1868, and subsequently was employed as Draughtsman and in charge of engineering work.

Soon after the lease of the United Railroads of New Jersey to the Pennsylvania Railroad, Mr. Sheppard was transferred to that division, serving in various capacities, principally as Train Master on the New York Division, until 1881, when he was appointed Superintendent of the Sunbury Division, Philadelphia and Erie Railroad. He continued in that position but a short time, and in 1882 he was appointed Superintendent of Motive Power at Altoona, serving as such until 1890,

when he was appointed General Superintendent of the Pennsylvania Railroad Division.

On January 1, 1899, Mr. Sheppard was appointed General Superintendent of the United Railroads of New Jersey Division. The name of this grand division was changed to the New Jersey Division, which includes the Pennsylvania Tunnel and Terminal Line.

On May 1, 1911, Mr. Sheppard was appointed also General Superintendent of the West Jersey and Seashore Railroad.

In connection with the change in, and enlargement of, the organization of the Operating Department of the Lines East of Pittsburgh, Mr. Sheppard, on May 1, 1916, was advanced to the newly created position of Assistant to Vice-President in Charge of Operation, with office in New York.



ELISHA LEE

Assistant General Manager
Pennsylvania Lines East of Pittsburgh

Elisha Lee was born at Chicago, Ill., September 24, 1870. When he was seven years old his family moved to Trinidad, British West Indies, where he remained until 1883.

He then went north and attended the public schools of Binghamton, N. Y., and "The Gunnery," Washington, Conn. He completed his education at the Massachusetts Institute of Technology, from which he was graduated in the class of 1892.

Mr. Lee entered the service of the Pennsylvania Railroad in November, 1892, as Rodman in the office of the Division Engineer of the Tyrone Division.

From August, 1895, to October, 1897, he was on leave of absence from the service attending to personal affairs.

He was appointed Assistant Supervisor in April, 1899, and served in that capacity on various divisions until April, 1901, when he was appointed Supervisor.

In August, 1903, Mr. Lee was promoted to Assistant Engineer in the Maintenance of Way Department. He was advanced to the position of Principal Assistant Engineer on the Philadelphia, Baltimore and Washington Railroad Division on April 1, 1907.

On March 24, 1909, Mr. Lee was appointed Superintendent of the New York, Philadelphia and Norfolk Railroad, and on March 3, 1911, he was made Assistant to the General Manager of the Pennsylvania Lines East of Pittsburgh and Erie.

He was appointed General Superintendent of the Philadelphia, Baltimore and Washington Railroad on April 1, 1914.

Mr. Lee served in the capacity of Chairman of the Conference Committee of Managers of the Eastern Railroads of the United States from 1912 to 1914.

In that position he had personal charge, on behalf of the various railroads interested, of the negotiations with the different railroad labor organizations, and of the presentation of the railroads' case in the arbitration of the wage demands made by the Firemen and Trainmen and Conductors.

On May 1, 1916, in connection with the enlargement of the organization of the Operating Department of the Lines East of Pittsburgh, Mr. Lee was promoted to the newly created office of Assistant General Manager.



CHARLES SHALTER KRICK

General Superintendent, New Jersey Division

Charles S. Krick was born at Reading Pa., March 16, 1866. He received his preparatory education in the public schools and the Carroll Institute, of Reading, Pa., and was graduated from Lafayette College, in the class of 1887.

Mr. Krick entered the service of the Pennsylvania Railroad Company on July 11, 1887, as Rodman in the Assistant Engineer's office, Schuylkill Division, and was transferred to Altoona, Pa., in a similar position, on April 14, 1890.

He was appointed Assistant Supervisor of the Tyrone Division on December 14, 1890, and was made Assistant Supervisor of the Philadelphia Division on April 1, 1892. On May 16, 1895, he was made Acting Supervisor of the Schuylkill Division, being officially appointed Supervisor on June 1, 1896.

He was advanced to Supervisor of the Middle Division on June 14, 1897, and was transferred to the Pittsburgh Division, in the same capacity, on January 1, 1900.

On January 1, 1903, Mr. Krick was appointed Assistant Engineer of the Eastern and Susquehanna Divisions and was transferred to a similar position on the Philadelphia Terminal Division on August 20, 1903.

On January 1, 1906, he was appointed Principal Assistant Engineer of the Philadelphia, Baltimore and Washington Railroad.

Mr. Krick was promoted to Superintendent of the New York Terminal Division April 1, 1907. On January 1, 1912, when the Hudson and New York Terminal Divisions were combined to form the Manhattan Division, he was appointed Superintendent of that Division.

He was transferred to the Philadelphia Terminal Division, in the same capacity, on February 11, 1914.

Mr. Krick was appointed Acting General Superintendent of the New Jersey Division on November 6, 1915.

On May 1, 1916, in connection with the official changes incident to the reorganization and enlargement of the Operating Department of the Lines East of Pittsburgh, Mr. Krick was made General Superintendent of the New Jersey Division.

Mr. Krick was married to Miss Sarah M. Hartman, of Reading, Pa., in 1890. He is a member of the Engineers' Club, of New York City, the Traffic Club of New York, and the Richmond Hill Club.



GAMBLE LATROBE

General Superintendent, Philadelphia, Baltimore and
Washington Railroad

Gamble Latrobe was born at Baltimore, Md., January 21, 1866. After receiving a private school education, he entered the service of the Baltimore and Ohio Railroad, April 4, 1884, as Rodman on the construction of the Philadelphia Division of the Baltimore and Ohio, and resigned July 31, 1887.

Mr. Latrobe entered the service of the Pennsylvania Railroad Company, August 8, 1887, as Levelman on construction work. On May 28, 1888, he resigned and entered the service of the Philadelphia and Reading Railway, at Williamsport, Pa. He returned to the Pennsylvania Railroad on October 2, 1889, at Altoona, and was appointed Assistant Supervisor February 1, 1890.

Mr. Latrobe was promoted to Supervisor, Jan-

uary 1, 1895, and advanced to Division Engineer of the Baltimore Division, April, 1902. On March 11, 1908, he was appointed Acting General Agent and Superintendent, at Baltimore, and on October 15, 1908, he was made General Agent of the Philadelphia, Baltimore and Washington Railroad and the Northern Central Railway, and Superintendent of the Baltimore Division of the Northern Central Railway, with headquarters at Union Station, Baltimore.

Mr. Latrobe was promoted to General Superintendent of the Philadelphia, Baltimore and Washington Railroad on May 1, 1916.

Mr. Latrobe is a member of the Maryland Club, the Baltimore Country Club, Elkridge Kennels and the Merchants' Club of Baltimore.

ROBERT VALENTINE MASSEY

Superintendent, New York Division

Robert Valentine Massey was born in Dover, Kent County, Del., September 29, 1871. He prepared for college at the "Hill School," at Pottstown, Pa., and was graduated from the Sheffield Scientific School of Yale University in 1892.

Mr. Massey entered the service of the Pennsylvania Railroad Company in the Construction Department, September 1, 1892, and remained in

that Department until August, 1895, when he was transferred to the Maintenance of Way Department, in the office of the Principal Assistant Engineer at Altoona. He was appointed Assistant Supervisor at Freeport, Pa., November 1, 1895, and on April 1, 1897, was transferred to Baltimore, Md., as Assistant Supervisor, Baltimore Division, Northern Central Railway. He was transferred to Mifflin, Pa., as Assistant Supervisor, Middle Division, Pennsylvania Railroad,



ROBERT VALENTINE MASSEY

on April 1, 1899, and on August 1st of the following year was advanced to Supervisor of the Schuylkill Division. In a similar capacity he was transferred to the Maryland Division, Philadelphia, Baltimore and Washington Railroad, April 15, 1902. He was transferred to the position of Supervisor at the Pittsburgh Yard on December 15, 1902.

On April 1, 1907, Mr. Massey was promoted to Division Engineer of the Schuylkill Division. He was transferred to the New York Division on January 1, 1909, and on March 7, 1911, he was promoted to Superintendent of the New York, Philadelphia and Norfolk Railroad.

Upon a change in the organization of the Operating Department on February 11, 1914, Mr. Massey was appointed Superintendent of the Manhattan Division, with headquarters in New York City.

Mr. Massey was promoted to Superintendent of the New York Division on May 1, 1916.

GEORGE R. SINNICKSON

Superintendent, Baltimore Division

George R. Sinnickson was born in Philadelphia, on December 24, 1874. He graduated from Princeton University in the class of 1896. His first work in the Pennsylvania Railroad service was in 1897, when he was employed in the

position of Chainman on the Delaware and Raritan Canal.

Mr. Sinnickson was appointed Rodman on the Philadelphia and Erie Division and Northern Central Railway in September, 1897, and the following year he became Rodman on the Delaware and Raritan Canal. He returned to the Philadelphia and Erie Division in April, 1899, and the following month was appointed Rodman on the Sunbury Division.

In 1900 Mr. Sinnickson was appointed Assistant Supervisor on the Amboy Division, and the following year he was transferred to the New York Division in the same capacity.

He was appointed Supervisor on the Tyrone Division in March, 1903, and the following year he went to the Monongahela Division. He also served as Supervisor of the West Jersey and Seashore Railroad and the Philadelphia Division, and in March, 1911, he was made Division Engineer of the Susquehanna and Williamsport Divisions.

Mr. Sinnickson was made Division Engineer of the West Jersey and Seashore Railroad on January 15, 1913, and on June 16, 1913, he was promoted to be Superintendent of the Schuylkill Division.

On May 1, 1916, Mr. Sinnickson was transferred to the Baltimore Division, to act in the same capacity.



GEORGE R. SINNICKSON

JOSEPH HILDEBURN GUMBES

Superintendent, Philadelphia Terminal Division

Joseph H. Gumbes was born at Oaks Station, Montgomery County, Pa., November 27, 1866. He received his early education at the Episcopal Academy in Philadelphia and prepared for college at the Hill School of Pottstown. He was graduated from the Engineering Department of the University of Pennsylvania in 1888.

Mr. Gumbes entered the service in 1888 as Rodman, Middle Division. In December, 1890, he was transferred to the Maintenance of Way Department at Altoona, and on August 11, 1891, he was promoted to Assistant Supervisor at Freeport, Pa. He was transferred to a similar position at Mifflin, Pa., on the Middle Division, on April 30, 1893. On July 1, 1897, he was promoted to Supervisor at Millersburg, Pa. On October 30, 1899, Mr. Gumbes was transferred to the Monongahela Division, as Supervisor at Dravosburg, and on January 1, 1900, he returned to Mifflin as Supervisor.

On December 10, 1901, Mr. Gumbes was transferred to the position of Supervisor at New Florence, Pa., on the Pittsburgh Division, and on June 1, 1903, was promoted to Division Engineer of the Monongahela Division. On April 1, 1905, he was transferred to Division Engineer of the West Jersey and Seashore Railroad, and on April 1, 1907, to Division Engineer of the Pittsburgh Division.



JOSEPH J. RHOADS

Mr. Gumbes was promoted to Assistant Superintendent of the Pittsburgh Division on March 3, 1911, and on December 1, 1913, he was made Superintendent of the Renovo Division, with headquarters at Renovo, Pa.

He was promoted to Superintendent of the Philadelphia Terminal Division on May 1, 1916.



JOSEPH HILDEBURN GUMBES

JOSEPH J. RHOADS

Superintendent, Schuylkill Division

Joseph J. Rhoads was born in Bellefonte, Pa., August 23, 1868. He was graduated from Swarthmore College in 1888, and entered the service of the Railroad as Rodman in March, 1889.

Mr. Rhoads was promoted to Assistant Supervisor on the Amboy Division January 1, 1893. In 1897 he went to the Monongahela Division in the same capacity, and in 1899 returned to the Amboy Division as Supervisor. He was made Supervisor, New York Division, March 1, 1901.

Mr. Rhoads was promoted to Division Engineer, Eastern and Susquehanna Divisions, on July 1, 1905. In 1907 he was made Division Engineer, Philadelphia Terminal Division. He went to the Middle Division, as Division Engineer, in 1910, and on June 16, 1913, he was promoted to Superintendent of the Central Division.

Mr. Rhoads was transferred to the Schuylkill Division, in the same capacity, on May 1, 1916.



JOHN MOORE JAMES

Superintendent, Renovo Division

John Moore James was born at Wellsville, Ohio, September 10, 1875. He was educated in the public schools of Wellsville and Ohio State University.

Mr. James entered the service of the Pennsylvania Railroad Company as Machinist Apprentice, in the Altoona Shops, in 1893. He was appointed Assistant Foreman of Car Inspectors, Washington, D. C., May, 1899, and was promoted to Foreman of the Anacosta Shops of the Philadelphia, Baltimore and Washington Railroad in January, 1900.

He became General Foreman, Washington, D. C., May, 1900; General Inspector of the Buffalo and Allegheny Valley Division, October, 1900, and Assistant Engineer of Motive Power, Buffalo and Allegheny Valley Division, January, 1902. He was appointed Master Mechanic of the Olean Shops, Buffalo and Allegheny Valley Division, on December, 1902; transferred to Master Mechanic of the Buffalo Division, November, 1908, and to the West Philadelphia Shops, May 1, 1911.

On January 1, 1912, Mr. James was promoted to Superintendent of Motive Power of the Western Pennsylvania Division, and on December 1, 1913, he was made Assistant Superintendent of the Pittsburgh Division.

Mr. James was appointed Superintendent of the Renovo Division on May 1, 1916.



H. H. MAXFIELD

Superintendent of Motive Power, Western
Pennsylvania Division

H. H. Maxfield was born in 1873. He was educated at Stevens Institute and entered the service of the Pennsylvania Railroad Company as Apprentice in the Meadows Shops on September 5, 1895. He became Machinist on August 1, 1899; Inspector and Gang Leader on March 1, 1900, and was promoted to Assistant Master Mechanic at the Pavonia Shops of the Trenton Division on December 1, 1902.

On April 15, 1903, Mr. Maxfield was appointed Assistant Engineer of Motive Power of the New Jersey Division at Jersey City, and on April 1, 1905, became Master Mechanic of the Trenton Division. He was transferred to the Pittsburgh Division, in the same position, on July 1, 1911.

Mr. Maxfield, on May 1, 1916, was advanced to Superintendent of Motive Power of the Western Pennsylvania Division.

JOHN M. HENRY

Assistant Superintendent, Pittsburgh Division

John M. Henry was born at Altoona, Pa., October 10, 1873. He received his early education in the public schools of Altoona, and graduated from Purdue University in June, 1900.

Mr. Henry entered the service of the Pennsylvania Railroad Company, as Special Apprentice in the Altoona Machine Shops, May 5, 1889. He worked in the various departments of the

Shops as Apprentice until September 1, 1896, when he entered Purdue University, being furloughed during the school term each year.

Following his graduation from Purdue University, in June, 1900, Mr. Henry was a Special Apprentice in the office of the Assistant Engineer of Motive Power at Altoona. On July 1, 1901, he was promoted to Motive Power Inspector at Altoona, and on February 1, 1902, he was made Assistant Engineer of Motive Power of the Erie Division and Northern Central Railway at Williamsport.

Mr. Henry was promoted to Master Mechanic of the Elmira, N. Y., Shops on July 1, 1903, following which, in the same capacity, he was transferred to Sunbury Shops, April 1, 1906, Olean, N. Y., Shops, May 1, 1911, and West Philadelphia Shops, January 1, 1912.

On December 1, 1913, Mr. Henry was promoted to Superintendent of Motive Power of the Western Pennsylvania Division, with headquarters at Pittsburgh, Pa., and on May 1, 1916, was appointed Assistant Superintendent of the Pittsburgh Division.

ROBERT MASKELL PATTERSON

Special Agent, General Manager's Department

Robert M. Patterson was born in Philadelphia in 1851, and was educated at the University of Pennsylvania.

Mr. Patterson became connected with the Engineer Corps of the Northern Pacific Railroad in 1870. In 1873 he entered the service of the Pennsylvania Railroad Company, serving as Assistant

Supervisor and Assistant Train Master. In 1878 he moved to Virginia, where he engaged in engineering and business pursuits until 1882, when he engaged with the Buffalo, New York and Philadelphia Railroad and allied lines as Division Superintendent.

In 1885 Mr. Patterson returned to the Pennsylvania Railroad Company, entering the office of the General Superintendent of Transportation as Special Agent. He retained that position until May 1, 1893, when he was made Superintendent of the Delaware Extension and Kensington Division. On January 1, 1899, he became Superintendent of the New York Division, which he held until January 1, 1902, when he was promoted to General Superintendent of Pittsburgh Terminals.

On June 1, 1903, the position of Superintendent of Freight Transportation was created and Mr. Patterson appointed to it.

Mr. Patterson was appointed Special Agent in the General Manager's Department, effective May 1, 1916.

JOHN BARCLAY FISHER

Superintendent of Freight Transportation

John Barclay Fisher was born at Conemaugh, Pa., on September 27, 1866. He began work with the Pennsylvania Railroad on June 1, 1883, and since that time has been continuously in the service, with the exception of three months during the Spanish-American War.

Mr. Fisher was Clerk in the office of the General Superintendent for a number of years and then



JOHN M. HENRY



JOHN BARCLAY FISHER



H. C. BIXLER

became Clerk in the office of the Superintendent of the Middle Division. He was made Chief Clerk to the Freight Train Master of the Middle Division, and in 1902 was appointed Assistant Freight Train Master. On June 1, 1903, he was appointed Freight Train Master on the Middle Division, and on April 1, 1907, was promoted to the position of Superintendent of Telegraph.

On January 15, 1910, Mr. Fisher was appointed Superintendent of the New York Division, and on May 1, 1916, he was promoted to Superintendent of Freight Transportation, with headquarters in Philadelphia.

H. C. BIXLER

Superintendent of Stations and Transfers
Lines East of Pittsburgh

H. C. Bixler was born at Broadford, Fayette County, Pa. He entered the service of the Pennsylvania Railroad Company as Telegraph Operator on the Pittsburgh Division May 17, 1887. In December, 1891, he was promoted to Train Dispatcher. On June 1, 1903, he was made Assistant Train Master in charge of Train Dispatchers, which position he occupied until March 15, 1906, when he was made Assistant Train Master of the Pittsburgh Terminal. On November 1, 1909, he was made Train Master of the New York Terminal Division.

On November 8, 1911, Mr. Bixler was made Assistant Superintendent of the Philadelphia Terminal Division and on May 1, 1916, he was

promoted to Superintendent of Stations and Transfers on the Lines East of Pittsburgh, with office at Broad Street Station, Philadelphia.

He is a member of the New York Railroad Club, the Traffic Club of Philadelphia, and the Philadelphia Maritime Exchange.

T. S. BELL

Superintendent of Car Service

T. S. Bell was born on his father's farm in Huntingdon County, Pa. He received his preliminary education in the public schools and was later graduated from the Bellwood Academy, of Blair County, Pa. His family removed to Altoona, Pa., and for a time Mr. Bell engaged in business there with his father.

Mr. Bell entered the service of the Pennsylvania Railroad Company in the Car Record Office of the Company at Altoona. Soon thereafter he was transferred to duty at Philadelphia under the General Superintendent of Transportation in the Fourth Street office of the Company in that city.

At the time of the consolidation of the Transportation Department, in 1881, Mr. Bell was transferred to the Car Record Office at Broad Street Station, Philadelphia. He later became Chief Clerk of the Car Record Office and served in that capacity from 1893 until May 1, 1916, when he was appointed Superintendent of Car Service, with office in Philadelphia.



T. S. BELL

FRANK W. SMITH, JR.

Assistant Superintendent, New York Division

Frank W. Smith, Jr., was born February 20, 1871, at Pittsburgh, Pa. He was graduated from Princeton in the class of 1890, and entered the service of the Pennsylvania Railroad in February, 1895, as Rodman in the Chief Engineer's Department. In May, 1899, he was made Rodman on the Philadelphia Division, and in November of that year was appointed Transitman at Altoona, Pa. He was promoted to Assistant Supervisor, West Penn Division, in February, 1900, and subsequently served in that capacity on the Pittsburgh and Middle Divisions.

On May 1, 1902, Mr. Smith was advanced to Supervisor, Philadelphia and Erie Division. On January 15, 1904, he was transferred, as Supervisor, to the Pittsburgh Division, and on April 1, 1907, to the Philadelphia Terminal Division. He was promoted to Division Engineer, Cone-maugh Division, on March 10, 1911, and was transferred to the New York Division, in a similar capacity, on June 16, 1913.

Mr. Smith, on May 1, 1916, was advanced to Assistant Superintendent, New York Division.

J. M. JONES

Assistant Superintendent, Philadelphia Terminal Division

J. M. Jones was born May 4, 1866, at Milwaukee, Wis. He first entered the Railroad service



J. M. JONES

on July 26, 1883, as Telegraph Operator on the Maryland Division. On July 12, 1888, he was transferred to the Philadelphia Division as Telegraph Operator. He became Dispatcher on the Philadelphia Division on July 1, 1892, and was assigned to the Philadelphia Terminal Division in the same capacity on January 1, 1893.

On February 7, 1896, Mr. Jones was advanced to Assistant Yard Master, Philadelphia Terminal Division. He was promoted to Yard Master on April 2, 1903, and to Passenger Train Master on May 1, 1904.

Mr. Jones, on May 1, 1916, was promoted to Assistant Superintendent, Philadelphia Terminal Division.

J. H. HARRIS

Division Engineer, New York Division

J. H. Harris was born December 8, 1867, at Aldershot, England. He was graduated from the University of Virginia in the class of 1891, and entered the service of the Pennsylvania Railroad on December 7, 1894, as Rodman on the New York Division. On June 10, 1899, he became Transitman in the office of the Principal Assistant Engineer. He was advanced to Assistant Supervisor, Elmira Division, on January 1, 1900.

On November 1, 1901, Mr. Harris was promoted to Supervisor, Belvidere Division, and on December 15, 1905, was assigned to the Maryland Division in that capacity. He was advanced to



FRANK W. SMITH, JR.

Division Engineer, Delaware Division, on April 15, 1909, and was transferred to the Manhattan Division on March 10, 1911.

Mr. Harris, on May 1, 1916, was appointed Division Engineer, New York Division.

CHARLES D. PORTER

Master Mechanic, Pittsburgh, Pa.

Charles D. Porter was born February 7, 1883. He was graduated from Purdue University in the class of 1902 and entered the service of the Pennsylvania Railroad, on July 21st of that year, as Special Apprentice. He became Inspector, Buffalo and Allegheny Valley Division, on July 1, 1908; Engine House Foreman at Driftwood, Pa., on September 1, 1908. He was advanced to Foreman, at Mifflin, Pa., on April 1, 1909, and was appointed Foreman at Park Shop, West Philadelphia, Pa., on October 14, 1909.

On January 1, 1912, Mr. Porter was promoted to Assistant General Foreman at Pitcairn, Pa. He was appointed Assistant Master Mechanic at the Twenty-eighth Street Shop, Pittsburgh, Pa., on December 1, 1912. On July 1, 1913, he was made Assistant Engineer of Motive Power in the office of the General Superintendent of Motive Power, at Altoona, Pa.

Mr. Porter, on May 1, 1916, was promoted to Master Mechanic at the Twenty-eighth Street Shop, Pittsburgh.

C. D. BARRETT

Assistant Engineer of Motive Power, Altoona, Pa.

C. D. Barrett was born January 25, 1881, and was graduated from Purdue University in 1901. He entered the Railroad service on July 1, 1901, as Special Apprentice at Altoona, Pa. On March 1, 1905, he was appointed Inspector in the Altoona Machine Shop, and on May 1 of that

year was transferred to Jersey City, N. J., in a similar capacity. On May 20, 1907, he became Assistant Master Mechanic at Camden, N. J., and on April 1, 1908, returned to Jersey City as Inspector.

On November 16, 1908, Mr. Barrett was advanced to Foreman at State Line, Pa., and on April 1, 1909, was appointed Assistant Master Mechanic at Wilmington, Del. On May 1, 1911, he was promoted to Assistant Engineer of Motive Power at Williamsport, Pa.

Mr. Barrett, on May 1, 1916, was appointed Assistant Engineer of Motive Power in the office of the General Superintendent of Motive Power at Altoona, Pa.

LLOYD B. JONES

Assistant Engineer of Motive Power, Central Division

Lloyd B. Jones was born September 30, 1882, at West Grove, Pa. He was graduated from Cornell University in 1904 and entered the service of the Pennsylvania Lines West on July 22d of that year, as Special Apprentice. He became Locomotive Fireman on November 9, 1906, and on February 1, 1907, was made Engine House Foreman at Logansport, Ind. He was appointed Assistant Electrician, office of the Superintendent of Motive Power, at Columbus, Ohio, on July 1, 1908.

On March 1, 1910, Mr. Jones was made Electrician, Vandalia Railroad. He was appointed Inspector, at Columbus, on February 28, 1911, and on January 1, 1913, was promoted to Assistant Engineer of Motive Power, Central System, Lines West. He was transferred to the Southwest System, in that capacity, on June 1, 1915.

Mr. Jones, on May 1, 1916, was transferred to the service of the Lines East of Pittsburgh and was appointed Assistant Engineer of Motive Power of the Central Division, at Williamsport, Pa.

We are glad to note the emphasis laid on service and co-operation. So long as this is the dominant note in the policy of the Pennsylvania System success will be synchronous.

—Buffalo, N. Y., Evening News, April 13, 1916.



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

May 26, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

20

Promotions and Appointments

Lines East of Pittsburgh Traffic Department



ALFRED J. BALL
Foreign Freight Agent

Alfred J. Ball was born at Philadelphia, on July 22, 1882. He received his education in that city in the public schools, Hamilton School, and Brown Preparatory School. He also attended the Business Science course at the Drexel Institute. Mr. Ball entered the railroad service on De-

cember 20, 1900, starting as Stenographer in the office, at Philadelphia, of the Manager of the Empire Line. After serving in various capacities, he was advanced to the duties of Freight Solicitor of the Empire Line, at Philadelphia, on October 19, 1903.

Mr. Ball was appointed Agent of the Empire Line, Philadelphia District, on July 1, 1908, and on July 1, 1915, he was promoted to the newly created position of Eastern Superintendent of

the Empire Line, with office at Philadelphia.

Mr. Ball will become Foreign Freight Agent of the Pennsylvania Railroad Lines East of Pittsburgh and Erie on June 1, 1916.



FREDERICK L. BAKER

Eastern Superintendent, Empire Line, Philadelphia, Pa.

Frederick L. Baker was born at Wooster, Ohio, August 5, 1876. He was educated in the public schools of Wooster, and also Lima, Ohio.

Mr. Baker entered the railroad service on September 1, 1897, as Chief Clerk of the Cleveland Agency of the Empire Line, which operates one of the fast freight services of the Pennsylvania Railroad System. He was advanced to the position of Agent of the Empire Line on May 1, 1902, and placed in charge of the Milwaukee,

Wis., Agency. He was transferred to the Chicago, Ill., Agency on December 1, 1904, and to the Cleveland Agency on November 1, 1906.

Effective June 1, 1916, Mr. Baker will become the Eastern Superintendent of the Empire Line, with office at Philadelphia.

Mr. Baker is a member of the Cleveland and the Pittsburgh Traffic Clubs, as well as the National Freight Traffic Golf Association.

The New "Anchor Line"

Arrangements for the through handling of freight to and from points on the Great Lakes have been made by the Pennsylvania Railroad with the Great Lakes Transit Corporation, to which the boats of the Erie and Western Transportation Company, formerly part of the Pennsylvania Railroad System and long known as the Anchor Line, have been sold. This combined rail and lake route has been designated the "Anchor Line," thus preserving the old name.

Operating Department

FRANK C. HOFF

Assistant to the General Manager
Pennsylvania Railroad Lines East of Pittsburgh

Frank C. Hoff, on May 15, 1916, became Assistant to the General Manager of the Pennsylvania Railroad Lines East of Pittsburgh and Erie.

Mr. Hoff has been connected with the General Manager's Department since July, 1883, when he was appointed Statistician. He became Chief Accountant in the General Manager's Office in June, 1889, and has remained in that position until the present time.

Mr. Hoff has served under six General Managers of the Pennsylvania Railroad, as follows: Charles E. Pugh, S. M. Prevost, J. E. Hutchinson, W. W. Atterbury, W. H. Myers and S. C. Long.

Mr. Hoff was born in Philadelphia August 6, 1855. He entered the employ of the Pennsylvania Railroad April 18, 1873, as Clerk in the Accounting Department, and has been continuously in the service ever since.

GEORGE M. BALL, JR.

Supervisor, Baltimore Division

George M. Ball, Jr., was born at Williamsport, Pa., March 23, 1875. He was educated in the public schools and graduated from the University of Pennsylvania. He entered the service in March, 1899, as Rodman. On August 1, 1900, he was appointed Transitman, and in May, 1901, he was promoted to Assistant Supervisor at Millersburg, Pa. In December of the same year he was transferred to Assistant Supervisor at Middletown, Pa., and on November 1, 1903, he was promoted to Supervisor of the Maryland Division at Perryville, Md. In the capacity of Supervisor he was transferred, on November 30, 1904, to Earnest, Pa.; in December, 1908, to Camden, N. J.; in January, 1910, to Altoona, Pa.; in November, 1912, to Jersey City, and on May 10, 1916, to the Baltimore Division, with headquarters at Washington, D. C.

ROBERT FARIES

Supervisor, Baltimore Division

Robert Faries was born at Bellwood, Pa., November 30, 1881. He was graduated from the Bellwood High School in 1898, and entered the service of the Railroad Company in May, 1899, as Rodman.

Mr. Faries was advanced to Transitman in February, 1902; Assistant Supervisor at West Brownsville, May, 1902, and at West Philadelphia, November, 1903. He was promoted to

Supervisor at Jamesburg, August, 1905, and transferred to Trenton in November, 1908, to Washington in June, 1913, and to Baltimore, Md., on May 10, 1916.

JERRY BERGAN

Supervisor, Office of Division Engineer
Elmira Division

Jerry Bergan was born December 10, 1851. He was educated in the public schools and entered the service of the Railroad Company May, 1863, as Messenger. He was appointed Supervisor on the Lewistown Division in 1873, and in June, 1874, was transferred, as Supervisor at Elmira, N. Y.

On May 10, 1916, Mr. Bergan was appointed Supervisor in the office of the Division Engineer at Elmira, N. Y.

F. J. POTTER

Supervisor, Office of Division Engineer
Trenton Division

F. J. Potter was born in 1853. He was educated in the public schools and at Rutgers College.

Mr. Potter entered the service of the Railroad in November, 1872, as Clerk. He was appointed Assistant Supervisor at Trenton, N. J., on May 1, 1875, and on March 1, 1882, he was promoted to Supervisor at Bordentown, N. J. On May 10, 1916, he was assigned to the office of Division Engineer at Trenton, N. J.

HENRY B. WELSH

Supervisor, Schuylkill Division

Henry B. Welsh was born at Hanover, Pa., February 3, 1871. He received his education in the public schools and entered the service of the Pennsylvania Railroad on October 15, 1894, as Chainman on the Cresson Division. He was appointed Transitman in June, 1895, and promoted to Assistant Supervisor at Altoona, Pa., in September, 1895. He was moved to Tyrone, Pa., as Assistant Supervisor, in July, 1896, and to Baltimore, Md., in May, 1899. On May 20, 1901, he was promoted to Supervisor at Dunkirk, N. Y., transferred to York, Pa., on November 1, 1912, and to Reading, Pa., on May 10, 1916.

W. B. CARPENTER

Supervisor, Philadelphia Division

W. B. Carpenter was born at Reading, Pa., January 2, 1871. He was educated in the public schools and graduated from Lafayette College.

He entered the service of the Railroad March 22, 1898, as Draughtsman. He was appointed Transitman in February, 1901, and promoted to

Assistant Supervisor at Mt. Holly, N. J., in May, 1901. He was transferred to Assistant Supervisor at Harrisburg, Pa., in January, 1902, and was promoted to Supervisor at Hollidaysburg, Pa., in November, 1903. He was transferred to Freeport, Pa., in December, 1905, to Reynoldsville, Pa., in November, 1912, and to Earnest Pa., on May 10, 1916.

W. SPENCER SPRINGER

Supervisor, Allegheny Division

W. Spencer Springer was born at Philadelphia, Pa., on February 21, 1878. He received his education at the Central Manual Training School of Philadelphia, and entered the service on March 23, 1900, as Rodman. He was appointed Transitman on February 1, 1902, and advanced to Assistant Supervisor at Harrisburg in November, 1902. He was transferred to the Altoona Office in March, 1903, and to Trenton, N. J., in August, 1904. On August 1, 1905, he was promoted to Supervisor at Georgetown, Del. He was moved to Cresson, Pa., in April, 1907, to Earnest, Pa., in June, 1912, and to Reynoldsville, Pa., May 10, 1916.

FRED CLEAVES PUTNEY

Supervisor, Philadelphia Division

Fred Cleaves Putney was born at Ada, Ohio, March 2, 1876. He was educated at the Ohio Normal University. He entered the service of the Railroad July 8, 1901, as Rodman. He was advanced to Transitman in December, 1902, and promoted to Assistant Supervisor at Bordentown, N. J., July, 1903. In July, 1905, he was transferred to Pittsburgh, Pa., and on April 1, 1907, he was promoted to Supervisor at Johnsonburg, Pa. He was transferred to Shamokin, Pa., in January, 1909, to Freeport, Pa., in November, 1912, and to Enola, Pa., on May 10, 1916.

LEROY J. FAIRBANK

Supervisor, Baltimore Division

LeRoy J. Fairbank was born at Baltimore, Md., November 21, 1877. He was educated in the public schools and graduated from St. John's College. He entered the service of the Railroad April 22, 1901, as Rodman, and was appointed Transitman on September 1, 1903. He was advanced to Assistant Superintendent at Camden, N. J., in January, 1904, and in August, 1905, he was transferred to Trenton, N. J.

On September 1, 1907, Mr. Fairbank was promoted to Supervisor of the Frederick Branch of the Baltimore Division at York, Pa. He was transferred to Erie, Pa., in April, 1909, and on May 10, 1916, he returned to York, Pa., as Supervisor No. 3 of the Baltimore Division.

A. E. PREBLE

Supervisor, Trenton Division

A. E. Preble was born March 3, 1876. He graduated from Rogers College in 1899.

Mr. Preble entered the service of the Pennsylvania Railroad in July, 1900, in the Construction Department, at Pittsburgh. He was made Rodman on the Middle Division in 1902, and later in the same year became Transitman, attached to the Altoona office. He was advanced to Assistant Supervisor, West Jersey and Seashore Railroad, on August 15, 1903, and on October 21, 1907, was promoted to Supervisor, Cumberland Valley Railroad. On October 1, 1914, he was transferred to the Camden Terminal Division and West Jersey and Seashore Railroad, and on May 10, 1916, he was made Supervisor of Division "D" of the Trenton Division, at Bordentown, N. J.

JOSEPH H. REDDING

Supervisor, Camden Terminal Division and West Jersey and Seashore Railroad

Joseph H. Redding was born in Philadelphia, Pa., on November 26, 1877, and was educated in the public schools of that city.

Mr. Redding was employed by the Company in 1897, as Draughtsman in the office of the Engineer of Maintenance of Way. He was made Transitman in April, 1905, and in June of that year was promoted to Assistant Supervisor. He was transferred to the Maryland Division in 1906, and in 1907 was promoted to Supervisor of the Sunbury Division. He was transferred to the Monongahela Division in 1909, and on December 1, 1913, to the Baltimore Division. On May 10, 1916, he was appointed Supervisor of the Camden Terminal Division and West Jersey and Seashore Railroad, with headquarters at Camden, N. J.

THOMAS E. LIGHTFOOT

Supervisor, Renovo Division

Thomas E. Lightfoot was born at Reading, Pa., September 19, 1879. He was educated in the public schools and at Swarthmore College.

Mr. Lightfoot entered the service of the Pennsylvania Railroad on January 14, 1901, as Draughtsman. He was appointed Transitman on October 1, 1903, and promoted to Assistant Supervisor at Altoona, Pa., November 17, 1904. He was transferred to the West Jersey and Seashore Railroad as Assistant Supervisor on January 1, 1906, to Mifflin, Pa., on October 1, 1906, and to New Brunswick, N. J., on September 1, 1908. He was promoted to Supervisor at Osceola Mills, in December, 1908; transferred to Reading, Pa., in November, 1912, and on May 10, 1916, to Erie, Pa., as Supervisor.

WILLIAM D. CORNWELL

Supervisor, Elmira Division

William D. Cornwell was born at West Chester, Pa., September 18, 1874. He was graduated from the Rensselaer Polytechnic Institute, and entered the service of the Railroad in June, 1901, as Levelman. He was appointed Transitman November 25, 1903, and on April 1, 1905, he was advanced to Assistant Supervisor in the office of Principal Assistant Engineer at Altoona, Pa. In May, 1905, he was transferred to Elmira, N. Y., as Assistant Supervisor. In January, 1906, he was moved to New Brunswick, N. J., and in September, 1908, to Trafford, Pa. On April 1, 1909, he was made Supervisor of the Frederick Branch at York, Pa., and on May 10, 1916, he was transferred to Elmira, N. Y., as Supervisor.

F. M. ROBB

Supervisor, Allegheny Division

F. M. Robb was born September 26, 1882. He was educated in the public schools and entered the service of the Pennsylvania Railroad on June 1, 1899, as Clerk. He was appointed Transitman on August 1, 1905, and promoted to Assistant Supervisor at Driftwood, Pa., in March, 1906. He was transferred to West Brownsville Junction, Pa., in September, 1908, and to Tyrone, Pa., in April, 1909. In March, 1912, he was promoted to Supervisor at Titusville, Pa., and transferred to Osceola Mills, Pa., in November, 1912. On May 10, 1916, he was moved to Oil City, Pa., as Supervisor of the Allegheny Division.

WILLIAM P. CRITCHFIELD

Supervisor, Conemaugh Division

William P. Critchfield was born at Fossilville, Pa., August 3, 1880. He received his education in the public schools and through the International Correspondence School.

Mr. Critchfield entered the service of the Railroad on May 1, 1896, as Laborer. He was appointed Transitman in January, 1905, and promoted to Assistant Supervisor at Freeport, Pa., in July, 1906. He was transferred to Harrisburg, Pa., in November, 1909, and in November, 1912, he was advanced to the position of Supervisor at Kittanning, Pa. On May 10, 1916, he was transferred to Supervisor at Freeport, Pa.

HAROLD J. DAVALL

Supervisor, Trenton Division

Harold J. Davall was born at Camden, N. J., May 5, 1879. He was graduated from Cornell University, and entered the service of the Pennsylvania Railroad on April 1, 1904, as Assistant

Foreman. He was appointed Rodman April 30, 1904, advanced to Transitman January 1, 1907, and made Assistant Supervisor at Jamesburg, N. J., December 1, 1907. In May, 1909, he was transferred to Mt. Holly, N. J., and in January, 1910, to Bordentown, N. J. On September 1, 1910, he was transferred to Wilmington, Del., and September 1, 1913, he was promoted to Supervisor at Oil City, Pa. On May 10, 1916, he was transferred to Supervisor at Jamesburg, N. J.

R. S. STEWART

Supervisor, Allegheny Division

Ralph S. Stewart was born in Mt. Union, Pa., September 7, 1884. He attended the Ohio Northern University.

Mr. Stewart was employed by the Company in 1901, as Chainman in the office of the Engineer of Maintenance of Way, Philadelphia. He was promoted to Rodman in 1902, and in 1904 was made Levelman. He was promoted to Transitman in 1906, and in 1907 to Assistant Supervisor on the Elmira Division. He was transferred to the Middle Division in 1910, and to the Pittsburgh Division in 1912. He was promoted to Supervisor on the Trenton Division December 1, 1913, and on May 10, 1916, he was transferred to the Allegheny Division at Kittanning, Pa., as Supervisor.

EDWIN L. HOOPES

Supervisor, Tyrone Division

Edwin L. Hoopes was born September 2, 1882. He was educated in the public schools, and after graduating from Princeton University he entered the service of the Pennsylvania Railroad on June 12, 1905, as Chainman. On February 15, 1910, he was appointed Transitman, and in April of the same year he was promoted to Assistant Supervisor at Verona, Pa. On March 1, 1912, he was transferred to Mt. Holly, N. J., and on July 1, 1913, to Perryville, Md. On May 10, 1916, he was promoted to Supervisor, at Osceola Mills, of Division No. 23 of the Tyrone Division.

JAMES MCCOY

Supervisor, New York Division

James McCoy was born at Susquehanna, Pa., September 26, 1862. He was educated in the public school at Lanesboro, Pa., and entered the service of the Pennsylvania Railroad on May 24, 1884, as Sub-Foreman on the New York Division. On December 1, 1884, he was advanced to Track Foreman, and on February 1, 1909, he was promoted to the position of General Track Foreman of the Manhattan Division.

Mr. McCoy was promoted to Assistant Supervisor, Manhattan Division, November 1, 1912,

and on May 15, 1916, he was advanced to Supervisor of the New York Division at Jersey City.

J. F. HUNTER

Assistant Supervisor, Maryland Division

Joshua F. Hunter was born in Philadelphia, Pa., March 29, 1884, and graduated from Lafayette College in 1906.

Mr. Hunter was employed as Rodman on the West Penn Division, July 16, 1906, was made Transitman in the office of the Engineer of Maintenance of Way, Philadelphia, May 1, 1912, and was promoted to Assistant Supervisor, Philadelphia Division, in November, 1912. He was transferred to the Camden Terminal Division and West Jersey and Seashore Railroad December 1, 1914, and on May 10, 1916, he was again transferred to Assistant Supervisor, Division No. 3 of the Maryland Division.

CLARENCE L. FRY

Assistant Supervisor, Baltimore Division

Clarence L. Fry was born September 13, 1883, at Sunbury, Pa. He was educated in the public schools and at Bucknell University.

Mr. Fry entered the service of the Pennsylvania Railroad in June, 1905, as Rodman on the Philadelphia Division. He was transferred to the Pittsburgh Division in September, 1905, and back to the Philadelphia Division in January, 1907. He was appointed Transitman November 1, 1912, promoted on March 1, 1913, to Assistant Supervisor at West Brownsville, Pa., and transferred to Baltimore, Md., May 10, 1916, as Assistant Supervisor on the Baltimore Division.

WENDELL G. MCNEES

Assistant Supervisor, Monongahela Division

Wendell G. McNees was born on July 5, 1885. He was educated at Yale University and entered the service in July, 1906, as Rodman on the Philadelphia, Baltimore and Washington Railroad. He was appointed Transitman November 1, 1912, and Assistant Supervisor at Tyrone June 16, 1913. He was transferred to Baltimore in October, 1915, and on May 10, 1916, was sent to West Brownsville, Pa., as Assistant Supervisor of the Monongahela Division.

HERBERT H. KAUFFMAN

Assistant Supervisor, Baltimore Division

Herbert H. Kauffman was born in Lancaster, Pa., January 16, 1886. He attended the public schools of Lancaster and later entered State College. He was graduated with the class of 1906.

Mr. Kauffman entered the service of the Pennsylvania Railroad July 16, 1906, as Chainman on

the Philadelphia Division. He was made Rodman the following year, and on March 1, 1913, he was appointed Transitman in the office of the Engineer of Maintenance of Way. On July 15, 1913, he was appointed Assistant Supervisor at York, Pa., and on May 1, 1916, he was transferred to the Philadelphia Division. He was returned to York, Pa., as Assistant Supervisor of the Baltimore Division on May 10, 1916.

RAYMOND SWENK

Assistant Supervisor, Camden Terminal Division and West Jersey and Seashore Railroad

Raymond Swenk was born in Sunbury, Pa., January 3, 1886. He was educated at Pennsylvania State College, from which he was graduated in 1907. During the summers of 1902, 1903 and 1905 he worked as Laborer on the Sunbury and Lewistown Division. On June 17, 1907, he was appointed Rodman on that Division, and on January 6, 1909, he was transferred to the Conemaugh Division. On October 20, 1913, he was promoted to Transitman in the office of the Engineer of Maintenance of Way. He was appointed Assistant Supervisor, Delaware Division in May, 1914, and on May 10, 1916, he was made Assistant Supervisor of the Camden Terminal Division and West Jersey and Seashore Railroad.

GEORGE B. SCHROYER

Assistant Supervisor, New York Division

George B. Schroyer was born at Dillerville, Pa., October 25, 1886. He was educated in the public schools and at Franklin and Marshall College and Bucknell University. He entered the service of the Pennsylvania Railroad as Rodman on the Philadelphia Division in July, 1910. He was appointed Transitman in October, 1915, and promoted to Assistant Supervisor at Jersey City on May 15, 1916.

GEORGE F. WALTER

Assistant Supervisor, Delaware Division

George F. Walter was born at Easton, Pa., April 13, 1888. After graduating from Lafayette College he entered the service of the Pennsylvania Railroad as Chainman on the Pittsburgh Division in December, 1909. He was appointed Rodman on July 1, 1910, advanced to Transitman in October, 1915, and promoted to Assistant Supervisor of the Delaware Division on May 15, 1916.

FREDERICK M. LEWIS

Assistant Supervisor, Philadelphia Division

Frederick M. Lewis was born at Germantown, Pa., October 16, 1887. He was educated at the University of Pennsylvania and Yale University,

graduating from the latter in 1910. He entered the service of the Pennsylvania Railroad in August, 1910, as Rodman on the Schuylkill Division. He was transferred to the Renovo Division in September, 1910, thence to the Philadelphia Terminal Division in April, 1913. In June, 1915, he was transferred to the office of the Valuation Engineer. He was appointed Transitman in October, 1915, and promoted to Assistant Supervisor at Enola, Pa., on May 15, 1916.

JOHN B. OTTO, JR.

Transitman, Office of the Engineer of Maintenance of Way

John B. Otto, Jr., was born at Williamsport, Pa., August 14, 1888. He was educated at the Rensselaer Polytechnic Institute, and entered the service of the Pennsylvania Railroad as Chainman on the Williamsport Division in September, 1910. He was appointed Rodman in September, 1911, and on May 15, 1916, was made Transitman.

NICHOLAS V. HUNTER

Transitman, Office of the Engineer of Maintenance of Way

Nicholas V. Hunter was born in Philadelphia, Pa., February 27, 1889. He was graduated from Lafayette College and entered the service of the Pennsylvania Railroad as Rodman on the Pittsburgh Division in November, 1911. He was transferred to the Philadelphia Terminal Division in May, 1915, and on May 15, 1916, he was appointed Transitman.

EDWARD R. HEYL

Transitman, Office of the Engineer of Maintenance of Way

Edward R. Heyl was born in Chicago, Ill., October 22, 1889. He was educated at Princeton University, and entered the service of the Pennsylvania Railroad as Rodman on the Middle Division in November, 1911. On May 15, 1916, he was appointed Transitman.

ROBERT B. RAMSEY

Transitman, Office of the Engineer of Maintenance of Way

Robert B. Ramsey was born at York, Pa., May 21, 1889. He was educated in the public schools of York and at the University of Pennsylvania. He entered the service of the Pennsylvania Railroad in July, 1911, as Chainman in the Chief Engineer's Department. In December, 1911, he was appointed Rodman on the Baltimore Division, and on May 16, 1916, he was appointed Transitman.

ROBERT WOODCOCK

Transitman, Office of the Engineer of Maintenance of Way

Robert Woodcock was born at Hollidaysburg, Pa., September 11, 1888. He was educated at Lafayette College, and entered the service of the Pennsylvania Railroad in June, 1911, as Chainman on the Maryland Division. He was appointed Rodman on the West Jersey and Seashore Railroad in January, 1912, and was transferred to the office of the Valuation Engineer in June, 1915. On May 6, 1915, he was made Transitman.

Do Your Own Thinking

By the late ELBERT HUBBARD

Every employe pays for superintendence and inspection. Some pay more and some less. That is to say, a dollar-a-day man would receive two dollars a day were it not for the fact that some one has to think for him, look after him and supply the will that holds him to his task. The result is that he contributes to the support of those who superintend him.

Make no mistake about this: incompetence and disinclination require supervision, and they pay for it and no one else does.

The less you require looking after, the more able you are to stand alone and complete your tasks, the greater your reward.

Then, if you can not only do your own

work, but direct intelligently and effectively the efforts of others, your reward is in exact ratio, and the more people you can direct, and the higher the intelligence you can rightly lend, the more valuable is your life.

The Law of Wages is as sure and exact in its workings as the Law of the Standard of Life. You can go to the very top and take Edison, for instance, who sets a vast army at work—and wins not only deathless fame, but a fortune, great beyond the dreams of avarice.

Do your work so well that it will require no supervision, and by doing your own thinking you will save the expense of hiring some one to think for you.

Lines West of Pittsburgh

Operating Department



J. F. PATTERSON

Superintendent, Michigan Division, Vandalia Railroad

J. F. Patterson was born at Alliance, Ohio, January 8, 1871. He was educated in the public schools of Alloande, and entered the service of the Pennsylvania Lines West of Pittsburgh as Messenger on the Eastern Division April 1, 1884. He was advanced to Telegraph Operator on the Eastern Division on October 1, 1885, and on November 18, 1889, he was transferred to the Western Division.

Mr. Patterson was promoted to Train Dispatcher of the Western Division on January 1, 1890, and advanced to Assistant Train Master of the same division on February 25, 1899. He was promoted to Train Master October 4, 1899, and on April 1, 1914, he was appointed Superintendent of the Peoria Division of the Vandalia Railroad. He was transferred to the Michigan Division of the Vandalia Railroad, May 1, 1916.

TABOR HAMILTON

Superintendent, Peoria Division, Vandalia Railroad

Tabor Hamilton was born at Fort Wayne, Ind., on July 8, 1876. He attended the public schools and also St. Paul's School of Concord, N. H. He was graduated from Yale University in 1898.

Mr. Hamilton entered the service of the Pennsylvania Lines West of Pittsburgh as Machinist Helper under instruction at Fort Wayne, Ind., in June, 1898. He was furloughed from September, 1898, to June, 1899, in order to attend Purdue University. In June, 1899, he returned to the position of Machinist Helper at the Fort Wayne, Ind., Shops, where he remained until April, 1900, when he was appointed Special Apprentice at the Altoona, Pa., Shops.

Mr. Hamilton was promoted to Motive Power Inspector at Buffalo, N. Y., in February, 1903, and advanced to Assistant Master Mechanic at the Verona Shops in October, 1904. He was transferred to the Harrisburg, Pa., Shops in February, 1906, and two months later he was made General Foreman of the Columbia, Pa., Shops. In October of the same year he was transferred to the Enola, Pa., Shops, and in April, 1907, he was promoted to Master Mechanic of the Cumberland Valley Railroad at Chambersburg, Pa.

Mr. Hamilton was appointed Superintendent of the Peoria Division of the Vandalia Railroad, a subsidiary of the Pennsylvania Lines West of Pittsburgh, on May 1, 1916, with headquarters at Decatur, Ill.



TABOR HAMILTON

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

May 31, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

21

The Railroad Roll of Honor

"I have considered the pension list of the Republic as a roll of honor."

—President Grover Cleveland in a special
message to Congress, July 5, 1888.

Six men, who had worked more than fifty years each, and one woman, whose active service exceeded 43 years, were retired as of May 1, 1916, under the pension rules of the Pennsylvania Railroad System. Altogether 47 employees were placed on the "Roll of Honor"; 25 of them had served the Company more than 40 years each.

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
WILLIAM F. TERRADELL 134 Monmouth Street, Trenton, N. J.	BRIDGEMAN	TRENTON	54	6
KYRAN S. EGAN 1843 South Fifteenth Street, Philadelphia, Pa.	CLERK	PHILADELPHIA TERMINAL	53	11
EVANS HEMPHILL Delaware City, Del.	ENGINEMAN	MARYLAND	52	2
JACOB SNYDER Lynch Hotel, Corner Broad and Capital Streets, Harrisburg, Pa.	CONDUCTOR	MIDDLE	51	6
JOHN PURTELL 72 Ferry Street, Lambertville, N. J.	STORE ATTENDANT	TRENTON	51	2
WILLIAM SANDERSON Altoona, Pa.	ENGINEMAN	ALTOONA MACHINE SHOP	50	1
JACOB R. HOOPES Norristown, Pa.	ENGINEMAN	SCHUYLKILL	48	10
JAMES GOOLEY 2335 Reed Street, Philadelphia, Pa.	FOREMAN	PHILADELPHIA TERMINAL	47	1
SAMUEL EBY Harrisburg, Pa.	JANITOR	PHILADELPHIA	45	9
CHRISTIAN K. MOIST McVeytown, Pa.	LABORER	MIDDLE	45	
WILLIAM C. SCOTT Camden, N. J.	ENGINEMAN	WEST JERSEY AND SEASHORE	44	7
WILLIAM Q. THORP 5521 Haverford Avenue, Philadelphia, Pa.	BRAKEMAN	NEW YORK	44	3
EDWARD G. ALCOTT 3004 West Chestnut Avenue, Altoona, Pa.	COREMAKER	SOUTH ALTOONA FOUNDRY	43	11
GEORGE BUCKIUS 426 Fortieth Street, South Altoona, Pa.	PATTERN MAKER	SOUTH ALTOONA FOUNDRY	43	9
JACOB H. RENNER 1509 Third Avenue, Altoona, Pa.	MOLDER	SOUTH ALTOONA FOUNDRY	43	3

Name	Occupation	Division	Length of Service	
			Years	Months
MARGARET SCOTT	INSPECTRESS	WESTERN PENNSYLVANIA . . .	43	1
944 Columbia Avenue, N. S., Pittsburgh, Pa.				
SAMUEL W. TOWNSEND	FOREMAN	DELAWARE	43	
Houston, Del.				
HARRY W. DRIPS	CONDUCTOR	PITTSBURGH	42	11
Fifth Avenue and Y Street, Derry, Pa.				
SAMUEL McKEE	CLERK	PITTSBURGH	42	4
4823 Scioto Street, Pittsburgh, Pa.				
PATRICK NOONAN	WATCHMAN	CONEMAUGH	42	
3233 Ashland Street, Sheridan P. O., Pittsburgh, Pa.				
HORACE H. JOHNSON	CARPENTER	CONEMAUGH	41	9
289 Main Street, Pittsburgh, Pa.				
ISAAC F. ERICKSON	DELIVERY CLERK	PHILADELPHIA TERMINAL . . .	41	1
2233 Hancock Street, Philadelphia, Pa.				
FRANCIS MANSFIELD	MACHINIST	JUNIATA SHOPS	39	3
308 Lexington Avenue, Altoona, Pa.				
JAMES J. BARRETT	CAR CLEANER	NEW YORK	39	2
Delevan Street, New Brunswick, N. J.				
LEMUEL CLAIR	CLERK	GENERAL OFFICE	39	2
Homewood Apartments, Thirty-first and Charles Street, Baltimore, Md.				
MARIS M. BARTON	MASTER CARPENTER	PHILADELPHIA TERMINAL . . .	37	9
311 North Thirty-fourth Street, Philadelphia, Pa.				
WILLIAM BAIRD	ASSISTANT YARD MASTER . . .	PHILADELPHIA TERMINAL . . .	37	5
132 West Durham Street, Philadelphia, Pa.				
WILLIAM E. FLANAGAN	PIECE WORK INSPECTOR . . .	PHILADELPHIA TERMINAL . . .	37	1
4279 Mantua Avenue, Philadelphia, Pa.				
WILLIAM J. McCULLOUGH	CAR OILER	PHILADELPHIA TERMINAL . . .	34	5
318 Market Street, Philadelphia, Pa.				
LUTELLUS EICHAR	FLAGMAN	PITTSBURGH	34	
Division Street, Greensburg, Pa.				
JOSEPH CAMPBELL	JANITOR	SCHUYLKILL	33	5
Pottstown, Pa.				
WILLIAM S. MEHAFFIE, SR.	BRAKEMAN	WILLIAMSPORT	32	10
244 South Front Street, Sunbury, Pa.				
JOHN DALTON	MACHINIST	JUNIATA SHOPS	32	2
325 Willow Avenue, Altoona, Pa.				
WILLIAM CAFFEY	MASON	TRENTON	30	
Lambertville, N. J.				
JEROME KENDALL	CROSSING WATCHMAN	ELMIRA	27	5
Watkins, N. Y.				
NEAL STOTLER	MACHINIST	WESTERN PENNSYLVANIA . . .	26	6
321 Barnes Street, Wilkinsburg, Pa.				
CHARLES SEYBERT	CLERK	PHILADELPHIA TERMINAL . . .	25	11
3424 North Eighteenth Street, Philadelphia, Pa.				

LINES WEST OF PITTSBURGH

Name	Occupation	Division	Years	Length of Service	
				Years	Months
*JOHN CORCORAN	TRACKMAN	AKRON	44		11
207 Rogers Street, Mt. Vernon, Ohio.					
DAVID N. HUNT	YARD BRAKEMAN	EASTERN	43		8
302 South Street, Crestline, Ohio.					
GEORGE W. LEYDA	STATION AGENT	EASTERN	43		7
Enon Valley, Pa.					
†AUGUSTUS J. KING	SWITCH TENDER	EASTERN	40		7
309 Henry Street, Crestline, Ohio.					
†FRIEDRICH P. W. GRASSHOFF	CROSSING WATCHMAN	ST. LOUIS	36		11
Altamont, Ill.					
CHRISTIAN WAGER	PORTER	NORTHERN	33		7
41 Shelby Avenue, Grand Rapids, Mich.					
JOHN GARRISON	LABORER	WESTERN	28		7
2505 New Haven Avenue, Fort Wayne, Ind.					
EDWARD EDWARDS	PUMPER	CLEVELAND AND PITTSBURGH .	28		
Zoarville, Ohio.					
TOMES J. DIDIE	CROSSING WATCHMAN	WESTERN	25		6
219 West Wain Street, Bycyrus, Ohio.					
WILLIAM H. NOBLE	MACHINIST	WESTERN	24		9
423 West DeWald Street, Fort Wayne, Ind.					
AUSTIN BULMAN	CONDUCTOR	PEORIA	23		4
362 East Eldorado Street, Decatur, Ill.					
*DAVID COUTS	CROSSING WATCHMAN	INDIANAPOLIS	15		4
707 Jackson Street, Greenville, Ohio.					

*Retired, effective April 1, 1916.

† Retired, effective March 1, 1916.

Men Now Retiring Who Have Served the Pennsylvania Railroad More Than Half a Century



EVANS HEMPHILL

LENGTH OF SERVICE, 52 YEARS 2 MONTHS

Evans Hemphill, Engineman on the Maryland Division, who was placed on the "Roll of Honor" May 1, 1916, furnished the following interesting account of his long career:

"I was born in Cecil County, Md., on April 8, 1846. In the fall of 1864, as I recollect, I entered the service. I was then about 18 years old. The Philadelphia, Wilmington and Baltimore and the Delaware Railroads, combined, had 37 engines, and the double track ran as far as Elkton, Md. We crossed the Susquehanna River on a ferryboat, the old steamship Maryland, which held 11 passenger cars and the engine. My first occupation was wiping engines at night. Later I was advanced to day service scouring cylinders, and was promoted to Fireman in 1865.

"In August of that year the Gunpowder River bridge was burned away, and a call came for volunteer soldiers for 30 days to protect railroad property. I was granted a leave of absence to join them. We were stationed most of the time

at Conowingo Bridge. As a pastime we practiced shooting at pigeons half a mile away, and I became something of a sharpshooter.

"In September, 1865, the Company bought four new engines, and upon my return from the army I was given one of them, No. 39, to fire on through passenger service.

"I remained Fireman until August, 1868, when, one morning while I was packing a tank box on my engine at the Round House in Wilmington, I was approached by George W. Perry, the Master Mechanic, who asked me if I would like to go to Philadelphia. I said, 'You're boss.' He told me to report to the Round House Foreman, and so I became Engineer on a shifter. I stayed at that for two years. At that time we both fired and ran our engines, having no Firemen on yard engines. Later, I was put on a through freight, and continued at that until the year 1873, when I was promoted to through passenger train service between Philadelphia and Baltimore.

"In 1874 I was made Engineman of my old locomotive, No. 39. I ran her for two years and two months and never had a minute lost time charged against her. I continued with the Philadelphia, Wilmington and Baltimore Railroad and then the Philadelphia, Baltimore and Washington Railroad until my retirement on May 1, 1916, at the age of 70 years. I served the railroad for more than 52 years, and during that time ran the Fast Mail and the Limited, and many of the best trains on the road.

"I had charge of Grays Ferry Round House for a while; then it was abandoned. I was sent to Delaware City to run between that point and Newark, Del. Here I put in many hours of extra time, having to repair my engine, and in the winter fought the snow and turned engines.

"I put wheels under tanks and changed trucks under engines. Springs and larger repairs were placed in position by me after being sent here on flat cars. All these repairs and boiler work were made by me at the Turntable and Round House at night and on Sundays.

"In conclusion, I am glad I am able to say that no one has been killed or seriously wounded while riding behind me."



JOHN PURTELL

LENGTH OF SERVICE, 51 YEARS 2 MONTHS

John Purtell, Store-House Attendant at Coalport Engine House, Trenton, N. J., was placed on the "Roll of Honor" May 1, 1916, after over half a century of service.

Born in Ireland on April 1, 1846, Mr. Purtell came to America with his parents in July, 1853, locating at Lambertville, N. J. He received his education in the public schools, graduating from the Lambertville High School.

Mr. Purtell entered the service of the Belvidere, Delaware and Flemington Railroad, which was later made a part of the Pennsylvania System, on March 1, 1865, as Assistant Agent at Lambertville. In 1878 he was made Foreman of the Freight House, which position he held for 20 years, or until 1898, when he was transferred to the Motive Power Department at the Lambertville Shops.

In 1907 Mr. Purtell was placed in charge of the oil house at Coalport Engine House, Trenton, N. J., and remained in that position until his retirement from active service.

Mr. Purtell is a member of the Lambertville Fire Department and a charter member of Hibernia Hose Company, which was organized in 1870. He has served five years as Justice of the Peace in Lambertville, also three years on the Board of Education.

Frequently Mr. Purtell has contrasted present-day railroad equipment with that which was in use when he first went to work. At that time, as he

recalls, the small locomotives burned wood, the largest freight cars carried only 16,000 pounds and the passenger cars were lighted with candles and had no steps.

On his last day of work, Mr. Purtell said :

"After over 50 years' service I depart with the best of wishes and regards for all the officers and employes with whom I have come in contact during all these years."



JACOB SNYDER

LENGTH OF SERVICE, 51 YEARS 6 MONTHS

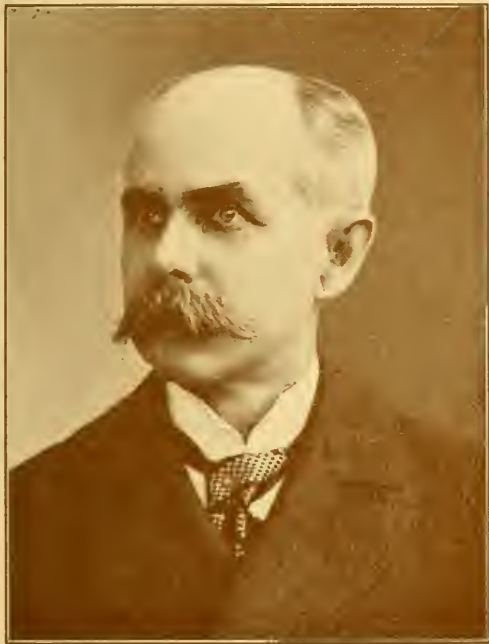
Jacob Snyder, who was placed on the "Roll of Honor" May 1, 1916, was born in Berks County, Pa., on April 8, 1846. He left school to take part in the Civil War, enlisting in Company D, 151st Pennsylvania Volunteers, on October 7, 1862, when he was only sixteen years old.

After serving out his enlistment, Mr. Snyder entered the service of the Pennsylvania Railroad at Altoona, Pa., on October 7, 1864, as Brakeman. Three years later he was promoted to Flagman and in 1869 was again advanced to Conductor. From 1888 to 1891 Mr. Snyder was Yard Master at the Harrisburg, Pa., Yard. In the latter year he re-entered the train service in the capacity of Freight Conductor and continued in that position until he was retired from active duty.

WILLIAM F. TERRADELL

LENGTH OF SERVICE, 54 YEARS 6 MONTHS

William F. Terradell, who was placed on the "Roll of Honor" May 1, 1916, was born at Philadelphia, Pa., on April 19, 1846. He entered the service in October, 1861, as a Painter on the Belvidere and Delaware Railroad at Lambertville, N. J. He became Locomotive Fireman in 1863 and was promoted to Engineman on September 1, 1867. Undergoing a long illness,



WILLIAM F. TERRADELL

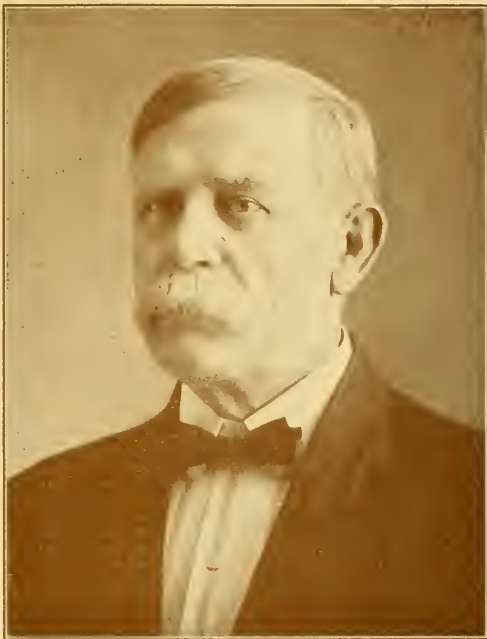
which covered the greater part of four years, he was transferred to clerical work in 1888. In May, 1892, he was made Bridgeman, at Coalport Drawbridge, Trenton, and continued to serve the Railroad in that capacity until he was placed on the "Roll of Honor." He had a clean record, never having been reprimanded or disciplined.

WILLIAM SANDERSON

LENGTH OF SERVICE, 50 YEARS 1 MONTH

William Sanderson was born at McKeesport, Pa., on March 12, 1848. He entered the service of the Pennsylvania Railroad Telegraph Department at Conemaugh, Pa., in 1864, as Student Operator. After seven months he withdrew from the service and, at the age of 16, enlisted in the 101st Pennsylvania Volunteer Infantry for the duration of the war.

On April 1, 1866, Mr. Sanderson was employed by the Pennsylvania Railroad on the Pittsburgh



WILLIAM SANDERSON

Division as Brakeman. In May, 1869, he was transferred to Fireman, and on November 1, 1871, he was promoted to Engineman on the same Division. On September 12, 1898, he was transferred to the Altoona, Pa., Car Shops Yard as Engineman, and on January 3, 1900, he was again transferred to the Altoona Machine Shop Yard in the same capacity. He continued in that position until he was placed on the "Roll of Honor," May 1, 1916.

KYRAN S. EGAN

LENGTH OF SERVICE, 53 YEARS 11 MONTHS

Kyrán S. Egan, who was placed on the "Roll of Honor" May 1, 1916, was born in King's County, Ireland, on April 17, 1846. His parents brought him to this country when he was 5 years of age. After attending the public schools of Philadelphia, he entered the service of the old Philadelphia, Wilmington and Baltimore Railroad on May 10, 1862.

He was first employed as Warehouseman, and in 1881 was promoted to Receiving Clerk, continuing in that position until he was retired from active duty under the pension regulations.

Mr. Egan was a particularly efficient and conscientious employe and was never disciplined for any cause. His service of nearly 54 years was spent at the Broad Street and Washington Avenue Station, in Philadelphia.

Notes About Retired Employees



ENDS 43 YEARS OF SERVICE

Few women have ever worked longer for one employer than Miss Margaret Scott, inspectress at the Pennsylvania Station in Pittsburgh, who was placed on the "Roll of Honor" of this Railroad on May 1, 1916. Miss Scott entered the Railroad service on March 18, 1873, at Pittsburgh, as Car Cleaner. On October 24, 1888, she was promoted to Janitress at the Pennsylvania Station, and on March 1, 1904, was appointed inspectress in charge of the women cleaners employed on the office floors of the building. Miss Scott remained in that position until she was retired from active duty upon reaching the full age limit under the pension rules.

* * * *

STACEY THOMAS KEMP, who was placed on the "Roll of Honor" March 1, 1916, had an active career of 44 years and 10 months continuous service. Mr. Kemp was born at Seaford, Del., May 27, 1847, and received a public school education. He entered the service of the old Philadelphia, Wilmington and Baltimore Railroad, as Clerk at the Wilmington Freight Station, on April 15, 1871, and on June 1, 1884, was promoted to Chief Clerk, which position he held continuously until he was retired from active duty. Possessed of a fine character and personality, Mr. Kemp won and held the respect and esteem of those with whom he came in contact.

JOHN G. WILLIAMS, General Counsel of the Vandalia Railroad, was placed upon the "Roll of Honor" on February 1, 1916, after having completed 38 years of service. At a meeting of the Directors of the Vandalia Railroad at Pittsburgh, Pa., on March 20th, the following minute was adopted:

"John Gillespie Williams was born in Adams County, Miss., on March 2, 1849. His connection with the lines now comprising the Vandalia Railroad commenced on April 1, 1877, when he was appointed General Counsel of the Terre Haute and Indianapolis Railroad Company. On January 2, 1888, he was elected Vice-President of that Company, and on January 6, 1890, Vice-President and General Manager, performing the duties of these two offices, in addition to those of General Counsel, until January 15, 1896, when he left the service of the Company. During the receivership of that Company, from November 13, 1896, to December 31, 1904, he acted as Counsel to the Receiver, and on the formation of the Vandalia Railroad Company, on January 1, 1905, through the merger and consolidation of the Terre Haute and Indianapolis Railroad Company with other affiliated lines, he was chosen General Counsel of the new Company, filling that position until the date of his retirement, on February 1, 1916, at his own request, under the Regulations of the Pension Department.

"Mr. Williams was also a Director of the Terre Haute and Indianapolis Railroad Company from January 5, 1885, to January 15, 1896, and of the Vandalia Railroad Company from the date of its formation to April 6, 1915, when he declined reelection. He was also Director and Vice-President of the Terre Haute and Peoria Railroad Company from October 15, 1892, to January 15, 1896.

"Entering the service of the Company in his twenty-eighth year, well versed in the law, and at that period in the history of the Company when sound legal advice and direction were vital to its success, he at once became a potent factor in guiding and directing its affairs. Devoting his time and energy untiringly to the welfare and interests of the Company, he soon acquired a knowledge of the management and conduct of its business that made him an invaluable officer; and the recognition of his marked ability was evidenced by the important positions in the Com-

pany's service to which he was chosen, the duties of which he performed with fidelity and zeal.

"In the retirement of Mr. Williams the Company has lost the services of an able and efficient officer, and it is the hope of the members of the Board of Directors that his release from active business cares will bring to him renewed health and the enjoyment of many years of comfort and happiness."

* * * *

EMANUEL BARE, who was placed on the "Roll of Honor" March 1, 1916, had for the last 30 years been "dynamite man" on the Baltimore Division. During that time he handled thousands of pounds of dynamite without a single serious accident.

Mr. Bare entered the service in 1869 and worked as Track Laborer for about 16 years. He was given charge of the dynamite work in 1886. His total period of active service was 46 years and 2 months.

* * * *

JOHN C. PALMER, who was retired from active service on March 1, 1916, and placed on the "Roll of Honor," was one of the boys of Civil War times who ran away with the troops. He accompanied Pennsylvania cavalry under Colonel Wyncoop's Division, and remained with the soldiers several months, although he was barely 12 years old.

Mr. Palmer was first employed in the Altoona, Pa., Railroad Shops in 1869. He worked at various periods in the Machine, Paint, Blacksmith and Car Shops. At the time of his retirement he was Bolt Heater.

* * * *



36 YEARS AT THE THROTTLE

James Dawson ran a Pennsylvania Railroad locomotive for 36 years and was in the service altogether 45 years and 4 months, on the Tyrone Division the entire time. He supported himself from the time he was 14 years old, having been thrown on his own resources by the death of both parents. He entered the railroad service in 1870 as Freight Brakeman and was subsequently Passenger Brakeman and Yard Conductor, before being given a place in the cab. Mr. Dawson became a "Roll of Honor" man on April 1, 1916.

Facts About the "Roll of Honor"

Amount paid since Retirement plan was established on January 1, 1900 . . .	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
	\$9,639,381.38	\$3,087,212.23	\$12,726,593.61
Total number of employees placed on Roll of Honor to May 1, 1916 . . .	7128	2280	9408
Roll of Honor employees who have died	3653	1171	4824
Total number of employees on Roll of Honor May 1, 1916	3475	1109	4584

FRANCIS MANSFIELD, Shopman in the Juniata, Pa., Shops, who was retired on May 1, 1916, after nearly 40 years of service, was given an unusual send-off on his last day of work. After being escorted to his home by more than 300 of his associates in the shops, headed by a band of 40 pieces, Mr. Mansfield was presented with a purse of \$125 and a fine traveling bag, as a token of the esteem of his former associates.

* * * *

FREDERICK SCHLOSSER, who was placed on the "Roll of Honor" April 1, 1916, was presented

with a gold watch, on his last day of work, by his associates.

Mr. Schlosser was Shop Hand in the paint department of the Philadelphia, Baltimore and Washington Railroad Shop at Wilmington, Del. He had been in active service 32 years and 1 month.

* * * *

ISAAC HARRINGTON, Passenger Agent at York, Pa., was placed on the "Roll of Honor" April 1, 1916, after 34 years and 3 months of service with the Pennsylvania Railroad.

Mr. Harrington had been in charge of the York ticket office for 19 years.

In Memoriam, April, 1916

LINE EAST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Rolls	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
GAMALIEL DISBROW	NEW YORK	84	4	51	4	14	11
JAMES COLABINE	SUNBURY	82	1	31	5	12	1
NEIL GORMLEY	MARYLAND	79		38	5	13	10
JAMES MURRAY	MEDIA	78	6	41	5	8	6
JACOB P. HORSEY	MARYLAND	77	4	28	2	7	4
DAVID JONES	BUFFALO	76	9	36	6	7	11
JAMES DEE	ELMIRA	75	1	38	5	5	7
MAURICE FERRY	GENERAL OFFICE	74	10	21	6	4	10
WILLIAM H. GOOD	PITTSBURGH	73	9	32	4	5	4
DANIEL VANSANT	TRENTON	73	7	30		7	2
ABRAHAM B. LAWRENCE	WILLIAMSPORT	73	4	42	8	4	6
ALLEN C. HOOD	PHILADELPHIA	72	6	42	8	7	1
JOHN GALVIN	ELMIRA	69	11	47	4		7
PATRICK KEHOE	PHILADELPHIA	68	10	38	1	2	5
ALVAN B. CONNER	DELAWARE	67	6	50	2		9
FRANCIS MULLANY	BUFFALO	66	9	32	3	1	
PHILIP WAGNER	NEW YORK	66	8	31	5		1
CHARLES COZZENS	MANHATTAN	66	3	44	1	1	2

LINE WEST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Rolls	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
MARTIN DICK	EASTERN	86	7	26	7	15	2
TIMOTHY LEIGHTON	CHICAGO TERMINAL	84	3	35	7	14	3
JACOB MANGUS	CLEVELAND AND PITTSBURGH	82	9	36	10	14	1
JOHN HEFFERNAN	WESTERN	80	9	47	2	12	8
HIRAM W. STOUT	ST. LOUIS	80	5	39	6	10	9
PETER NOLL	WESTERN	79	3	43	5	11	6
HENRY ZWICK	INDIANAPOLIS TERMINAL	79	3	34	11	9	3
WILLIAM TIEMANN	WESTERN	77	3	40	6	7	2
PETER NELSON	NORTHERN	75	9	29	3	5	8
CARL J. NELSON	NORTHERN	75	6	33	4	7	1
JOHN SHEA	INDIANAPOLIS TERMINAL	72	8	45	10	3	
GEORGE UNVERSAW	INDIANAPOLIS TERMINAL	72	3	23	1		1
JOSEPH BELZ	EASTERN	69		31	3	2	4
PATRICK MURTOUGH	AKRON	68	1	39	11	2	



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

June 7, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

22

What Happened When This Railroad Invited Criticism

These extracts from an article which appeared in "Printers' Ink" on May 11, 1916, are reprinted through the courtesy of that publication. The article was written by Henry A. Beers, Jr., after he had been given access to communications received by the Railroad as a result of a poster displayed in stations asking for suggestions from patrons.

It used to be, it may be now, a never-failing source of juvenile mirth to pin a sign on some unwitting schoolmate's back bearing the invitation direct, "Kick me."

When the Pennsylvania Railroad early in January published and posted 10,000 of its now famous Bulletin No. 9 it was virtually pinning just such a summons on its own back.

"What Do Our Customers Really Think of Us?"

Not that the Railroad was inviting criticism for the fun of it. "What do our customers really think of us?" and "How can we make them think better of us?" are questions upon which many a manufacturer or concern would be more than glad to have some real first-hand information, and that's just what this Railroad set out to secure when it posted this bulletin.

* * * *

The message of No. 9, briefly, was an invitation to the public to voice its ideas on "What causes lack of confidence in the

railroads?" as well as to submit its criticisms and suggestions for removing such causes and for bettering the Railroad's service.

Some of the Harvest from Bulletin No. 9

In response to this bona-fide communication a pent-up public burst forth in such a fury of rhetoric that it might be said in paraphrase that the Pennsy had literally sown the wind and reaped a gas tank.

It must not be gathered from this, however, that the full sweep of the thousand or more letters received in answer to Bulletin No. 9 were out-and-out "kicks," so-called. Many of the letters contained interesting suggestions, and where criticisms were made, it was more than often in a temperate and helpful spirit of co-operation.

Incidentally, where such suggestions and criticisms were well founded, as investigation showed, wherever practical the proper remedy has been applied, or steps are under way to remove the causes therefor.

Nevertheless, there were many who seized the occasion to plunge into a regular orgy of mud-slinging.

Some Letters that Mirrored Human Nature

An examination of these epistles reveals so clear a mirror of human nature in full play, that, before going more at length into the reasons for the Railroad's course in thus inviting criticism, a review of some of the replies and the nature of the suggestions received offers a valuable first-hand peep into the mental attitude of the general public—that public your advertising talks to—and a public speaking frankly, unconscious of the fact that it is being interviewed. As a study of *belles lettres* they are of little value, but as human documents they are very absorbing.

* * * *

The monotone of complaints was on the raise in commutation rates, fares, etc., which the writers regarded as a personal hardship on themselves and quite easily to be mended if the Railroad were so disposed. The writers—and copywriters may do well to realize this distinction in framing their appeals to such an audience—were extremely individualistic in their viewpoints.

Of the letters examined, very few on their faces betrayed earmarks of the so-called “crank,” although many reveal a decidedly dyspeptic outlook on things as they are. Oddly enough, some of the letters which gave most evidence of virulence, when traced to their sources, proved to be written by persons comparatively young; as few in years as 20 or 25.

The Thoughts that Rankled in One Woman's Mind

There were among the “freak” letters two of so radical and so serio-comic a tone as to be worth reproducing. One of these was signed “From an old grandmother and widow,” and was addressed “to the company officials.”

“Just close your eyes,” it is written in pencil, “and imagine you see these scenes:”

SCENE No. 1. CHRISTMAS

A large table laid with finest linen, costly china, all the dainty toothsome viands, turkeys five dollars apiece. Seated around this repast corporation men with their families in high glee and repartee.

SCENE No. 2. CHRISTMAS

A table, perhaps no cloth but an oilcloth. Commonest china, coarsest viands, no turkey. Seated around this repast poor tired toilers with their families thinking of Christmas dainties with tears in their eyes and aching hearts and stomachs.

SCENE No. 3

Corporation men from mansions of comfort, ease and luxury in consultation how to gain high profit to keep them in all the luxury life can give.

SCENE No. 4

Tired wornout toilers in tattered garments, from the most humble homes, standing in groups on the corners, wondering how their strength will hold out to keep body and soul together. The theme of their conversation is slavery and robbery, and when their indignation becomes too high they resort to drastic measures.

All men are given a conscience which will have to be clear at the high court of God. When the employers begin to tremble for their souls' salvation and on bended knees cry for clean hearts, then and only then can confidence come and the angry mobs be silenced. When all things are done according to God's will the employes will be brought to see it. May God bless my weak effort in His cause.

To Be Expected if Criticism Is Asked For

In this letter just one word was misspelled. Nor must this letter be dismissed with an indulgent smile. In seeking to find “what my neighbor thinks of me” the Pennsylvania labored under no illusion. It did not expect a flood of compliments, and such a letter as the one just quoted represents a fair sample of what the Railroad suspected was being said behind its back, and what it now prefers to have said to its face.

Add to the sum of complaints against a railroad the charge of being irreligious and you get the meaning of the following gentleman, who splits an infinitive in his haste to have his say:

I have been intending to write for some time to respectfully protest against your Sunday excursions to the seashore and other points. I do this in the name of God, and of the God of the Sabbath.

You continually offer a premium to your fellow citizens to violate the Lord's Day. Why not charge full fare that day and on some day of the week allow a cheap excursion rate to some shore points and to Washington, etc.?

I want to urge you to discontinue the Sunday cheap trains. It is a disgrace to our civilization.

* * * *

These letters are reproduced to show just what he who invites remarks as to himself may expect, and because one of them bears evidence of a trend of public sentiment that can no longer be ignored. Nevertheless, real criticisms on which some definite action or explanation can be based were in the majority: many of them made in the same appreciative spirit of co-operation in which the bulletin was posted; not all of them, however.

The Problem Here Is, "Whose Fault Was It?"

How often have you been the wearied auditor of choleric and wordy disputes between passengers and trainmen over such questions as the following! This passenger's grievance rested on circumstances substantially as follows:

He had bought a through ticket to Philadelphia over a certain branch, and after en-training discovered that he could save time by catching a connecting train over another branch. The conductor, unaware that the passenger would make this change, punched his ticket through to Philadelphia, and on boarding the other train at the junction, this passenger was required to pay another fare.

His protest was that the ticket-seller in the first place had not apprised him of the possibility of saving time by changing, and he wanted a rebate for the difference in the fare beyond the junction where he had changed. In answer to his first letter, the railroad asked for more details, necessary to a proper adjustment.

This Correspondence Brought a Check for 28 Cents

This is the tenor of his second communication:

I noticed an article in a paper the other day that your company wants advice from the public as to how the company and the public can become more friendly, which would result in a better mutual feeling, and in my case I would suggest that you flatly say that there is nothing coming to me for a ticket which I did not use to its full extent, and let it drop. Or write to me that you think it just possible that I am a liar, but if by a lot of red tape I can prove to you that I am not, that you will then give me the difference, that to say the least is morally coming to me.

I have an aching tooth, and feel like writing a lot of nasty things, but as I know your company is having a hard time making both ends meet, I fear any nasty things said by me might disrupt your officials' minds, causing them to lay awake nights, which would impair their value to your company, on account of lost nerve vigor.

* * * *

In breaking off these negotiations, the Railroad's reply itself, enclosing a check for twenty-eight cents, is not devoid of a certain repressed tone of dignified official choler:

If you were aware of the hundreds of methods used by travelers in an attempt to defraud the railroads, you would not feel that requests for additional data could be classed as "red tape."

If in the future should you discontinue your journey before reaching the destination called for on the ticket, kindly notify the conductor and he will endorse it so that it will not be necessary for us to request additional information.

A "Conspiracy" to Boost the Sleeping Car Trade

The accompanying bill of complaint received from a critic, with a veiled hint of

possible collusion between the Railroad or its employes and the Pullman Company in making the taking of sleeping-car berths almost imperative for comfortable night riding, tells its own story in its own way.

Four years ago last July I left the Broad Street Station for Elmira on a train leaving Philadelphia at 9.00 P. M. I took a common car, not a sleeper, and the conductor punched me up after passing every way station for my ticket, when it was in my hat or stuck near the window, so disturbing any nap I tried to get. I told him that if he attempted that here in the West he would be hung by his own bell rope, and he would have been mobbed sure at the least, for here conductors are instructed to be considerate of their passengers, give them a "check" and stick it where they can punch it and not disturb the passenger. I thought then and many times since: "Who were the Pullman Company paying for thus disturbing passengers, the Pennsylvania Company, or the conductor, to so disgust them that (they) would have to take a sleeper in self-defense?"

Who's to Blame if a Customer "Looses His Patients"?

Indeed, favoritism in certain matters is the predominant note of some of the letters. Here is one from a man signing himself "a faithful employe of Twenty Years service, a friend of the System, but not of the 'Creek Puddlers'"—the latter an allusion to branch railroad managers who, according to his allegations, stir up trouble by "ringing in" friends for positions over the heads of older, more experienced employes. The letter says in part:

Is it not a fact that the confidence of your employes must be gained first that they will work for the best interests of your System before you can expect outsiders to favor your corporation?

Can your Divisions gain confidence of patrons if when they call at a Freight House with their Bill of Lading, they find their goods scattered from one end of the house to the other, due to handling freight by tonnage piecework price, and if the customer looses his patients he is told that "if he doesn't like their way of doing business, to go to some other road?"

What another complainant designates a "stone wall of favoritism in letting contracts" is embraced in an allegation of graft in letting contracts for supplies, equipment, etc., hinting that companies in which railroad officials are directly or indirectly interested are those favored when the railroad has such business to contract.

Even the Porters Charged with Favoritism

A minor form of favoritism complained of also is that station porters offer to take passengers into trains before the gates are opened.

These, then, are examples of correspondence calculated to set the Pennsy's corporate ears a-burning. You may be wondering, as did the editorial writer on a New York newspaper, whether the people are after all capable of presenting any really constructive criticisms. "Will that public," queries this paper, "be equally intelligent and interested in the making of practical suggestions that will add to its own comfort and convenience and to the value received for which it pays when it buys its railroad tickets?"

Some Constructive Criticisms and How They Were Met

Besides these letters, there were any number of minor suggestions or complaints, some the very sort that the railroad officials looked to the bulletin to produce; reports of small slips in service that might run along for months without the knowledge of the men higher up, yet too trivial for the average traveler to take the trouble to report, until Bulletin No. 9 urged him to do so.

One man, for example, complained that there was no water on the cars between Altoona and Bedford, and this was quickly remedied.

Another man complained that while he had laid out a cent for a drinking cup on a certain line, the cooler had run dry. The Railroad solemnly sent him a penny stamp,

and likewise saw to it that there should be no further reason for complaint in this direction.

A number of persons remarked the lack of an announcer at the Broad Street Station in Philadelphia. This official had been laid off some years ago for reasons of economy. He has now been replaced as a result of these letters.

* * * *

These are a few examples of what these letters have accomplished in the way of smoothing the minutiae of service.

Another suggestion, apparently quite trivial, was that the titles of magazines be put on the outside covers of their folders on limited trains, for more easy identification and selection.

Why Buy Accident Insurance on this Railroad?

One man, with his tongue in his cheek, suggests that, as he had noticed a statement to the effect that the Pennsylvania has carried in excess of 400,000,000 passengers without a single loss of life, the accident insurance tickets offered for sale at ticket booths of the Railroad seem like "gold bricks."

To him the Railroad made the somewhat naive reply that there is a demand for such tickets, "particularly by passengers making extended journeys which involve the use of a number of railroads, in addition to the Pennsylvania, and desire this form of protection in the event of accident, and not that they expect to meet with accident on our line."

* * * *

Again, a man kicked because he had had to pay thirty cents for a lunch of a sandwich, a piece of pie and a cup of coffee at one of the Railroad's lunch-rooms; thought it ought not to have cost more than fifteen cents.

This spoiled what for him had been otherwise a fine trip from Harrisburg to New York and return.

Foreign-Born Travelers Do Not Often Go Astray

An interesting point raised by the Railroad came out of an exchange of letters

with a man who sought to know why he had to show tickets to gatemen at certain times before being admitted to trains, while at other times this proceeding was dispensed with.

Why Americans Don't Ask Questions

In its reply the Railroad said that they have far fewer cases of foreign-born travelers going astray by getting on to the wrong trains than is the case with natives, because foreigners are not afraid to ask questions, whereas Americans don't ask their way for fear of appearing stupid.

Just one more pertinent suggestion, in passing, was sent in by a salesman from the waiting-room of the station at Harrington, Del.

"It would be a great accommodation to the general traveling public," he advises, "especially the traveling men (as I am), if you would have a writing table and one or two straight-backed chairs in these rooms so that we could sit comfortably while waiting on trains and write out our reports, and letters, etc. A rocking-chair or two in the men's waiting-room, as well as in the ladies' department, would add greatly to the comfort of the patrons of your road."

"The Dear Old 'Pennsy'—a Real Railroad at Last!"

And finally, five or six hundred of the letters were out-and-out bouquets, expressing much the same sentiments as these from another traveling man:

"The happiest moments of my life are, after traveling every county in Virginia, I at last strike the dear old Pennsy at Washington on the way home. I always say to myself—'A real railroad at last!'"

* * * *

Ere this it may have occurred to the reader just why, at the bottom of it, was Bulletin No 9 posted, and why publish these letters that resulted from it? Was there, indeed, any reason for the Pennsylvania, as some correspondents ask, to suspect that it did not enjoy full public confi-

dence, or was the bulletin posted, as another facetiously suggests, in a spirit of "I'm dying for someone to love me"?

They Didn't Believe the Railroad Was in Earnest

One, indeed, asked whether the railroad was simply bluffing, and queried whether or not the bulletin was simply "an outburst of the publicity department," without any intention on the Railroad's part to live up to its professions of mutual trust as expressed therein.

"I have not the slightest belief that my letter will be given any consideration," says one such skeptic. "In fact, I am quite sure that within twenty-four hours it will be in someone's waste-basket."

* * * *

It is, indeed, significant that the Pennsylvania was confident enough of its real standing with the public as a whole to feel in a position to invite criticism. As another New York newspaper remarked of the question put by the bulletin: "So far as that road is concerned the answers will be fewer than they would have been in the old days of President 'Tom' Scott, when motions to adjourn the Pennsylvania Legislature were said to take this form: 'Mr. Speaker, if Thomas Scott has no further business to submit I move that we adjourn.'"

Some Reasons Why Criticism Was Invited

In answer to the first query we will first cite the formal reply of the Railroad to just such a questioner. Says the Company, in explaining its motives: they are "first, to convince its patrons and the public in general that it sincerely places the highest value on their confidence, and proposes to do everything possible to merit the same in the fullest degree.

"The second is the hope that it may be better able to understand the point of view of shippers and passengers regarding some of the questions of railroad operation, and

that it will receive suggestions by which it may make its service more valuable and more widely read."

* * * *

That line—"that it may be better able to understand the point of view of shippers and passengers"—is the kernel of the matter. These letters are not shown to satisfy the average person's morbid curiosity as to his neighbor's correspondence. They are simply evidence of how one big public service corporation has gone out to develop a real basis on which to formulate still more comprehensive, definite policies toward getting into closer mutual relations and a more thorough understanding with its patrons.

This Was the Mission of "Bulletin No. 9"

While the railroad has not been blind to the fact that, by a certain portion of the public at least, it is being knocked continually, yet hitherto it has never had any basis of registry on which to judge just how, why and by whom it is being criticised.

Therefore, it was the mission of Bulletin No. 9 to get at the root of the subject by, in turn, calling the public's bluff, as it were, thereby arriving at a standard of criticisms on which to formulate remedial action.

If, as events proved, but a very small portion of the traveling public labor under grievances against the railroad, this fraction at least should not be allowed to nurse these grudges to the detriment of the Railroad, if these causes for complaint can be probed and as far as practical remedied.

Therefore, in drawing a thousand-odd communications along these lines from the many millions who use the road, the Pennsylvania has been able to draw off, to a certain extent, the bad blood that festered its corporate side.

Every complaint sent in has been examined and delegated to the heads of the various departments of the road for further investigation and recommendations as to

action. To many of the more important and significant communications President Rea replied personally.

Every Complaint Given Careful Attention

Of course, there were certain broad matters such as complaints from associations of commuters on such matters as commutation rates which cannot be adjusted at once to the satisfaction of all concerned.

But where an individual complained of certain matters, after due investigation, he either received a full reply in writing as to the disposition of his criticisms, or a representative of the Railroad called on him in person and discussed the situation fully.

Thus the Railroad has answered the suspicions of those who thought that it was merely bluffing in inviting criticisms. And, as has been stated, wherever practical as investigation proved, all suggestions for improvement in service have either been carried out, or are being considered with that end in view.

* * * *

And one more, though by no means incidental, result of this campaign. While the Pennsylvania Railroad has been more or less of an advertiser, one criticism of its advertising has been that there has never seemed to be any single definite policy behind its plans as a whole. Rather, it has been more or less intermittent, with spotted campaigns of short duration toward such

ends as the repeal of the full-crew law, or extra-crew law, as the Railroad calls it, and similar objects.

As has been stated, the great silence on the part of the majority of its patrons in not taking up the gauntlet in answering Bulletin No. 9, after due allowance is made for mental inertia, is taken in the main as signifying that the majority has nothing to complain of in the Pennsylvania.

Then, once more, inasmuch as the bulk of the correspondence received consisted of cordial expressions of the writers' appreciation of the Railroad as a whole, here is a great big fund of good-will that may be effectually capitalized.

The Railroad Knows Where It Stands

Having now some basis on which to judge the standard of criticisms against the road, the Railroad now is in a good position to know more definitely just where it stands with its patrons. Thus it has a tangible basis on which to frame its future plans. And many an advertiser bases a campaign on a groundwork far less substantial and less accurately gauged than that which the Pennsylvania now possesses.

* * * *

By getting at first hand the public point of view this road is now in a position the better to understand its public and mould its advertising policies accordingly.

We congratulate the Pennsylvania management on its appeal to the public for suggestions. It is the right spirit—the spirit of service—which is the chief asset of a successful railroad, its management and its employees.

—*Buffalo, N. Y., Evening News, January 18, 1916.*

What Some of the Newspapers Thought of "Bulletin No. 9"

Making the Public Partners

New York Times, January 10, 1916

That poster inviting public criticism which the Pennsylvania Railroad is displaying in all the public places of its system is in the nature of a large, white milestone in human progress. It marks a long, long way traveled along more roads than one.

But intelligence is, after all, such a rare thing in complicate human nature that when it does show itself in the conduct of ordinary affairs, most of us, also sadly lacking in the precious endowment, look on with surprise.

So now surprise and curiosity and good-natured skepticism are called forth by the Pennsylvania Railroad's sensible, level-headed endeavor to secure the co-operation of its patrons. In a way it is taking the whole of its public into partnership, since that whole public will share in the benefits produced by the criticisms.

A Sane Way to Win Friends

Indianapolis, Ind., Times, January 7, 1916

One of the sanest moves made recently by a railroad company is that of the Pennsylvania, which systematically and openly is seeking to gain and hold the confidence, co-operation and friendship of the public. "What Causes Lack of Confidence in Railroads?" is a question now being put by the Pennsylvania Company to the people.

This is all in the right spirit and ought to have a good effect. It is encouraging to note that there is a new spirit of mutual fairness and good feeling as between the public and the well-managed railroad systems.

One Test of Confidence

Philadelphia Record, January 8, 1916

Well-managed companies have no trouble in selling stocks and bonds at a good price. So far as the railroads of Pennsylvania are concerned they were probably never in better hands or more prosperous than they are today.

If the directors of the Pennsy think there is any serious lack of confidence in their roads let them put out a loan at an attractive figure and see how quickly the public will snatch it up.

Closing the Gap of Mistrust

Reading, Pa., Telegram, January 14, 1916

It is true that there was a wide difference between the people and the railroads for a long time, and the railroad officials always sealed their mouths when the public sought information; but in the present day there is little of this and the chasm between the two is very narrow.

The people have a right to know what the railroads are doing, and the officials of the Pennsylvania have taken a step in the right direction in trying to get the views of the people as to what they want and what they have to suggest for the benefit of the railroad system.

Should Solve Many Problems

*Wilmington, Del., Evening Journal,
January 3, 1916*

The public should respond to that appeal, not in a spirit of unreasoning hostility, but in one of whole-hearted helpfulness.

If, as has been asserted, from a comparison of ideas the truth is evolved, then certainly such a response should lead to a satisfactory solution of many problems that now perplex those railroad officials.



INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

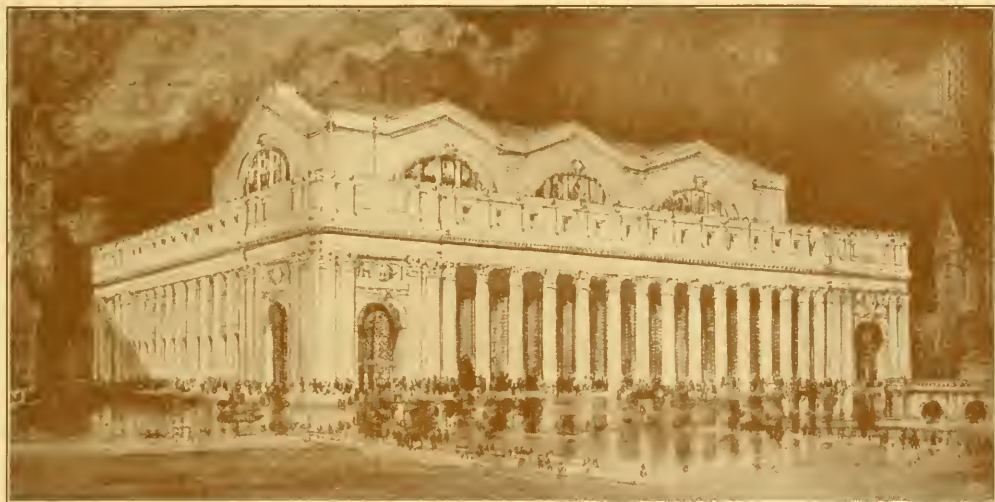
June 16, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

23

Chicago's New Railway Station



This station will be completed and put into operation in the summer of 1919. It contains many new features in station construction. The Pennsylvania Lines will be among the railroads to use it.

Chicago's new passenger terminal, which is now in course of erection, will be called Union Station; it will cover an area of thirty-nine acres situated in the heart of the city.

* * * *

Work on the terminal is progressing as rapidly as conditions will permit, and it is expected that the new buildings will be entirely completed and ready for occupancy in the summer of 1919. Ground was first broken for the station improvements June 1, 1915.

In addition to the tracks and train sheds, the terminal will consist of two principal structures—the main building and the concourse. Each will be surrounded by four streets, so that there will be numerous

points of access for passengers coming from different directions.

The concourse will be surrounded by ample plazas, with inclined ramps, stairways, special ticket offices, parcel-rooms and other conveniences.

Cabstands have been conveniently placed on the track level, and passengers arriving at and departing from the station in cabs will be relieved of the necessity of ascending or descending stairways.

The principal feature of the main build-



CHICAGO'S SKY LINE ON MICHIGAN AVENUE, FACING GRANT PARK

ing will consist of the waiting-room, 100 feet wide by 300 feet long and 120 feet high.

The usual ticket and baggage facilities, restaurants, and all the modern conveniences found in great stations will be provided and so located as to be readily accessible. These will be so arranged that a passenger can use them with the least possible effort.

The owners of Chicago's new Union Station are the Pittsburgh, Cincinnati, Chicago and St. Louis Railway and the Pittsburgh, Fort Wayne and Chicago Railway—the Pennsylvania Lines' so-called "Pan Handle" and "Fort Wayne" routes into Chicago—the Chicago, Milwaukee and St. Paul Railway and the Chicago, Burlington and Quincy Railroad. The Chicago and Alton Railroad will also use the station.

Anent the charge often made against the railroads of extravagance in large passenger terminals, . . . nobody will deny that the Union Station in Chicago needs to be replaced. It would be the height of folly to replace it with a plant just able to meet present needs. Ordinary foresight demands a layout that will serve for a long time to come, and there would be abundant criticism if the railroads concerned should make the prominent parts anything other than a credit to the city.

—New York, N. Y., *Engineering Record*, April 22, 1910.

Chicago, a City

By GEORGE FITCH

Chicago is one of the greatest feats ever performed by the human race. It is only seventy-five years old, and yet it is the fifth city in the world in size.

In 1837 Chicago consisted of a drug store, a main street, and ninety-nine signs advertising malaria remedies.

Today Chicago has two million two hundred and fifty thousand inhabitants, and the city of seventy-five years ago could be successfully lost in the largest of its six union depots.

Chicago was founded in the swamp of the shores of Lake Michigan by a lot of thirty-third degree hustlers. There was no excuse for the city, but this didn't bother its founders. First, they manufactured the Chicago River out of a muddy little creek. Then they built railroads, and encouraged the people to build towns along the railroads, and thus provide a reason for their existence.

Later on, to save time lost by chills and fever, they boosted the entire city fifteen feet into the air.



GIGANTIC CONCOURSE AND TRAIN APPROACHES OF THE NEW CHICAGO UNION STATION

Then they turned the Chicago River around and made it run backward in order to get rid of their sewage.

They are now busy revising the climate, and, if they ever have any trouble with their electric light companies, they will probably put a new sun on the night shift.

Chicago was burned in 1871, with a loss of \$200,000,000, but business was only slightly interfered with for a few days.

It invented the sky scraper in order to save the trouble of building thick stone walls, and it spent \$5,000,000 in advertising by building a World's Fair twenty years ago.

It has put 1000 miles of its railways on stilts to save wear and tear on its citizens, and in the late

eighties, when business was dull, it went out and annexed twenty-five towns, four townships, two rivers, three lakes, four primeval forests, and a cattle ranch.

It is now putting its coal wagons and drays underground and is pushing the lake back an additional half-mile, and is making Grand Opera pay dividends.

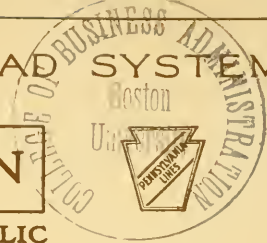
Chicago has a \$30,000,000 University; a store so large that it furnishes guides for its customers, and a baseball team that has won the pennant five times in six years.

Chicago has thirty-three railroads, and every one of them ends in the city. Five hundred passenger trains a day enter the city, and in each one of them the porter announces, "Chicago; all out."



INFORMATION

FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

June 30, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

24

The Railroad Roll of Honor

"I have considered the pension list of the Republic as a roll of honor."

—President Grover Cleveland in a special message to Congress, July 5, 1888.

Seven men, each of whom had been in the service 50 years or more, were retired from active duty as of June 1, 1916, under the pension regulations of the Pennsylvania Railroad System, and placed on the "Roll of Honor." Altogether 56 employes were retired, of whom nearly half had worked over 40 years. The list included two women who had served 40 years and 26 years, respectively.

This Railroad System has spent a total of \$12,852,981 in pensions and is now carrying 4606 men and women on the pension rolls.

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Years	Length of Service	
				Months	
THOMAS ELLIOTT	CLERK	PITTSBURGH	52	4	
305 Barnes Street, Wilkinsburg, Pa.					
JOHN N. SWOPE	ENGINEMAN	BALTIMORE	52	2	
74 East Sixth Street, Frederick, Md.					
WILLIAM T. JONES	STATION CLEANER	PITTSBURGH	51	5	
5802 Pierce Street, Pittsburgh, Pa.					
SAMUEL T. ROSS	CASHIER	PHILADELPHIA TER- MINAL	50	9	
827 St. Bernard Street, Philadelphia, Pa.					
TIMOTHY B. TIERNEY	ENGINEMAN	RENOVO	50	7	
St. Marys, Pa.					
LOUIS J. KOCH	YARD MASTER	SUNBURY	50	5	
Lewistown, Pa.					
WILLIAM L. MAZE	CONDUCTOR	PHILADELPHIA	50	5	
Harrisburg, Pa.					
JOHN G. WOLF	GANG LEADER	ALTOONA MACHINE SHOP	47	2	
Altoona, Pa.					
JOSEPH H. COOPER	CONDUCTOR	NEW YORK	46	9	
519 Bath Street, Bristol, Pa.					
MICHAEL MINK	DRAW TENDER	MARYLAND	45	6	
Havre de Grace, Md.					

Name	Occupation	Division	Years	Length of Service	
				Months	
JAMES WHITE	CARPENTER	ALTOONA CAR SHOP	44	7	
Altoona, Pa.					
CHARLES L. ROHRBAUGH	ENGINEMAN	BALTIMORE	44	2	
911 East Preston Street, Baltimore, Md.					
SAMUEL F. REESE	CONDUCTOR	PHILADELPHIA	43	6	
Harrisburg, Pa.					
LEWIS BACHMAN	CONDUCTOR	PHILADELPHIA	43	4	
Columbia, Pa.					
GEORGE APPELGATE	TRACK FOREMAN	TRENTON	43	3	
85 Main Street, South Amboy, N. J.					
BENJAMIN W. DARLINGTON	FOREMAN	MARYLAND	43	2	
Chadds Ford Junction, Pa.					
WILLIAM W. ROBINSON	FOREMAN	TRENTON SHOP	43	1	
112 North Stockton Street, Trenton, N. J.					
JOSEPH A. GUINN	ASSISTANT YARD MASTER	PHILADELPHIA TERMINAL	42	9	
889 Brooklyn Street, Philadelphia, Pa.					
WILLIAM S. MOTHERAL	SPECIAL AGENT	GENERAL OFFICE	41	2	
444 West Brighthurst Street, Germantown, Pa.					
HANNAH E. COLE	TELEGRAPH OPERATOR	RENOVO	40	9	
Pittsfield, Pa.					
GEORGE M. JOHNSON	ENGINEMAN	PHILADELPHIA TERMINAL	40	8	
1927 Fairmount Avenue, Philadelphia, Pa.					
BENJAMIN F. ZERCHER	CONDUCTOR	PHILADELPHIA	40	4	
Harrisburg, Pa.					
SETH C. ROGERS	ENGINEMAN AND SMOKE INSPECTOR	EAST PITTSBURGH	40		
308 East End Avenue, Wilkinsburg, Pa.					
SAMUEL M. WALTERS	LABORER	MIDDLE	39	6	
Mifflin, Pa.					
EMILE ANTHONY	GANG LEADER	NEW YORK	39	3	
147 Van Winkle Avenue, Jersey City, N. J.					
JAMES WILSON	WAREHOUSEMAN	PHILADELPHIA TERMINAL	38	5	
1809 South 55th Street, Philadelphia, Pa.					
CRAIG ELMER	CLERK-OPERATOR	WEST JERSEY AND SEASHORE	37	9	
Bridgeton, N. J.					
WILLIAM D. BISHOP	TEAMSTER	CAMDEN TERMINAL	36	7	
Camden, N. J.					
MICHAEL F. KEILLY	PATROLMAN	PHILADELPHIA TERMINAL	36	3	
5228 Westminster Avenue, Philadelphia, Pa.					
FRANCIS S. CLINTON	CONDUCTOR	PHILADELPHIA	35	11	
Enola, Pa.					
GEORGE HINCHLIFF	CAR INSPECTOR	PHILADELPHIA TERMINAL	34	10	
3735 Fairmount Avenue, Philadelphia, Pa.					
WILLIAM L. JAQUINS	CLERK	NEW YORK	34	7	
37 Fleet Street, Jersey City, N. J.					
WILLIAM C. MANCILL	CLERK	PHILADELPHIA TERMINAL	34	5	
William Penn, Schuylkill County, Pa.					
PETER DE REAMER	LABORER	TRENTON	33		
189 Howard Street, Phillipsburg, N. J.					
JAMES TOLL	TRUCKER	PHILADELPHIA	32	11	
Lancaster, Pa.					
JOHN NOLAN	TRACK FOREMAN	SCHUYLKILL	31		
Norristown, Pa.					
JAMES RHUBERT	CAR INSPECTOR	NEW YORK	30	2	
36 Fourth Avenue, Roebling, N. J.					
JOHN T. BOWERS	LABORER	MIDDLE	30		
Mifflin, Pa.					
JOSEPHINE WELLMORE	ATTENDANT	BALTIMORE	26	10	
1415 John Street, Baltimore, Md.					
MAGNUS ANDERSON	MACHINE HAND	RENOVO	26	2	
Renovo, Pa.					
ROBERT JOHNSON	CAR REPAIRMAN	NEW YORK	24		
210 Dey Street, Jersey City, N. J.					
JOHN STROH	GATEMAN	NEW YORK	19		
23 Hauxhurst Avenue, Weehawken, N. J.					

Name	Occupation	Division	Years	Length of Service	
				Months	
SAMUEL J. FRAZIER	CLERK	STAR UNION LINE	44	1	
1935 Perrysville Avenue, N. S., Pittsburgh, Pa.					
JOHN B. HUNT	ENGINEMAN	CINCINNATI	41	9	
4841 Eastern Avenue, Cincinnati, Ohio.					
WILLIAM F. STILLINGER	FREIGHT CONDUCTOR	LOUISVILLE	38	9	
621 Second Street, Columbus, Ind.					

Name	Occupation	Division	Length of Service	
			Years	Months
JOHN D. MILLER	CLERK	EASTERN	38	4
440 East Broadway, Alliance, Ohio.				
PHILIP S. HEARN	BOILER MAKER	ST. LOUIS	35	4
312 North Ninth Street, Terre Haute, Ind.				
SIMEON H. DEACON	MASTER CARPENTER	CINCINNATI	33	8
672 South Detroit Street, Xenia, Ohio.				
CARL VOLZ	LABORER	WESTERN	32	7
524 East Suttienfield Street, Fort Wayne, Ind.				
CLINTON McMUNN	ENGINEMAN	PITTSBURGH	32	4
110 South Fourth Street, Newark, Ohio.				
CHRISTIAN J. SCHNABEL	CAR CLEANER	PITTSBURGH	32	4
723 Dock Street, Steubenville, Ohio.				
JAMES J. AYERS	BRAKEMAN	PITTSBURGH	32	2
453 Deerville Avenue, Uhrichsville, Ohio.				
NICHOLAS RAUBER	CAR INSPECTOR	PITTSBURGH	27	11
309 Third Avenue, Carnegie, Pa.				
CHARLES A. HEPBURN	SWITCHING CLERK	NORTHERN	26	5
"The Lorraine" Apartment, Grand Rapids, Mich.				
WELLINGTON W. BEALL	SIGNAL REPAIRMAN	CLEVELAND AND PITTSBURGH	25	9
Dunham Avenue, Bedford, Ohio.				
HARRY B. CHAPPELEAR	MATERIAL DISTRIBUTOR	LOGANSPORT	23	4
P. O. Box 146, Walton, Ind.				

Men Now Retiring Who Have Served the Pennsylvania Railroad More Than Half a Century

LOUIS J. KOCH

LENGTH OF SERVICE, 50 YEARS 5 MONTHS

Louis J. Koch was born at Hazleton, Pa., June 12, 1849. He was educated in the public schools of Hazleton, and at the age of 16 started to learn telegraphing in the office of the Pennsylvania Railroad Company at that point.

He was employed as Extra Operator on the Middle Division of the Pennsylvania Railroad January 1, 1866, and has been continuously in the service of the Pennsylvania Railroad Company since that time, with the exception of an intermission of six months in the year 1874, when he was given leave of absence.

Mr. Koch became Train Dispatcher's Operator at Harrisburg, Pa., in 1869. He was made Brakeman on the Middle Division in the following year and Operator and Agent on the Lewistown Division in 1872.

In 1873 Mr. Koch was made Yard Master at Lewistown Junction, and subsequently Train Master's Clerk and Scale Agent. In 1876 he was reappointed Yard Master at Lewistown Junction, and in 1905 was made Yard Master, Lewistown and Milroy Branch.

Mr. Koch was again appointed Yard Master at Lewistown Junction in 1913, and continued in that position until he was retired from active duty

and placed on the "Roll of Honor," June 1, 1916.



LOUIS J. KOCH



JOHN N. SWOPE

LENGTH OF SERVICE, 52 YEARS 2 MONTHS

John N. Swope, Engineman on the Baltimore Division, who was placed on the "Roll of Honor" June 1, 1916, furnished the following account of his very long service:

"I started to work for the Pennsylvania Railroad Company in 1864, at Littlestown, Pa., at the age of 14 years, cleaning the engine and firing up in the morning.

"I was promoted to Fireman in 1865. I fired a little over two years and was then promoted to Extra Engineman. In 1868 I was promoted to a regular engine and a regular train, and ran it until 1872.

"I then thought I would like to work on a larger division, and tried it for a time on the Philadelphia Division as Brakeman.

"I came back about the time the railroad between Hanover, Pa., and York, Pa., was constructed. The President of the Company was at the station when I stepped off the train. He said I was just the man he wanted to see, and hired me at once.

"I worked about a week when the Pennsylvania Railroad took charge, with Mr. E. L. Du Barry as Superintendent.

"Mr. Du Barry promoted me to Passenger Engineman in my twenty-third year. The run, at first, was between Frederick and York. It was afterward extended to Columbia, and in later years to Lancaster. I have been on the same run until the present date."

SAMUEL T. ROSS

LENGTH OF SERVICE, 50 YEARS 9 MONTHS

Samuel T. Ross, who was placed on the "Roll of Honor" June 1, 1916, is just 1 month and 10 days younger than the Pennsylvania Railroad. He was born in Philadelphia on May 23, 1846. The Company was chartered April 13th of that year.

In 1906 he organized and became the first president of the Veteran Pennsylvania Railroad Employes' Association of Philadelphia.

Mr. Ross entered the Railroad service on July 17, 1865, as Messenger in the office of General Foreman I. W. Van Houten, at the old West Philadelphia Shops. Later in the same year he became Ticket Clerk at the West Philadelphia Station. For a year from October 1, 1868, he was in charge of the ticket office in the reading room in the Continental Hotel, Ninth and Chestnut Streets, and was then transferred to the Civil Engineering Department.

On February 19, 1874, following the abolition of the Civil Engineering Department, Mr. Ross became a Passenger Brakeman between Philadelphia and Altoona and afterward between Philadelphia and Harrisburg. He was made Extra Through Baggage Master to Pittsburgh on June 4, 1876. On October 1st of that year he was made Assistant to the Night Station Master at the



SAMUEL T. ROSS

"1876" West Philadelphia Station, and on December 1st became also Car Record Clerk.

On July 4, 1878, he was made Through Baggage Master to Pittsburgh.

Mr. Ross, on February 1, 1882, was appointed Ticket Examiner at Broad Street Station, and remained in that position 28 years and 3 months. He was also in charge of the gate and train signs in the station. On May 1, 1910, he became Cashier in the Baggage Agent's office, and continued in that position until he was retired from active duty.

Mr. Ross has many interesting reminiscences of the early days of railroading. One of his first recollections, as a very small child, was of boarding a "possum belly" car in a train on Market Street, Philadelphia, opposite the present site of Broad Street Station and directly in front of the location of the Third National Bank, at that time occupied by the Polytechnic College.

He remembers a ride, when he was hardly more than four years old, over the old Philadelphia and Columbia Railroad, which subsequently became part of the Pennsylvania Railroad. He got on the train at General Wayne Station to come to Philadelphia, and recalls the incline plane at Belmont and the crossing of the Schuylkill River at the present sight of the Philadelphia and Reading Railway Columbia Bridge.

Mr. Ross has the unusual distinction of having four living great-grandchildren.



WILLIAM T. JONES

LENGTH OF SERVICE, 51 YEARS 5 MONTHS

William T. Jones was born on February 24, 1849, at Harrisburg, Pa. He entered the service of the Pennsylvania Railroad Company on January 1, 1865, at the age of 16, as Laborer at the Twenty-eighth Street Shop, in Pittsburgh, under his father, J. H. Jones, who was then Master Carpenter.

Mr. Jones became Carpenter in 1866. In 1874 he was transferred to duty as Station Cleaner, and remained in that employment until he was retired from active service. He was placed on the "Roll of Honor" June 1, 1916.

WILLIAM L. MAZE

LENGTH OF SERVICE, 50 YEARS 5 MONTHS

William L. Maze was born on a farm near Colebrook, Dauphin County, Pa., on May 6, 1846. His forebears left their home in Switzerland (there were six brothers) and settled in Berks and Lancaster Counties, in Pennsylvania, a few years previous to the American Revolution. His grandfather served in the Continental Army during the War of Independence.

Mr. Maze, himself, fought in the Union Army during the Civil War. In 1862 he enlisted in Company B, One Hundred and Twenty-second Pennsylvania Volunteers, and served until honorably discharged. He next served with a company of engineers for over a year in North Carolina and Tennessee repairing and constructing military roads and bridges.



WILLIAM L. MAZE



TIMOTHY B. TIERNEY

His first experience in railroad work began in 1864, when he entered the service of the Philadelphia and Reading Railroad as Brakeman from Reading, Pa., to the Columbia, Pa., Coal Wharves. At that time the canal boats in fleets came down the old Pennsylvania Canal and discharged their cargoes at these wharves.

On December 10, 1865, Mr. Maze entered the employ of the old Philadelphia and Columbia Railroad, now a part of the Pennsylvania Railroad System, as Brakeman. The railroad then had planks, topped with straps of steel, for rails. He was promoted to Flagman during the year 1870.

In April, 1872, Mr. Maze was promoted to Conductor. He remained in the service of the Pennsylvania Railroad in that position until he was automatically retired from active duty under the operation of the pension rules and placed on the "Roll of Honor," June 1, 1916.

TIMOTHY B. TIERNEY

LENGTH OF SERVICE, 50 YEARS 7 MONTHS

Timothy B. Tierney was born in the town of Easky, County Sligo, Ireland, in the year 1850, and came with his parents to the United States the same year, when only six months of age.

The family settled in Carbondale, Luzerne County, Pa., and remained five years. They next went to Dushore, Sullivan County, Pa., and from there to Towanda, Bradford County, for a year.



THOMAS ELLIOTT

Mr. Tierney entered the service of the Philadelphia and Erie Railroad Company, now part of the Pennsylvania Railroad, at Hemlock Station (now named Swissmont Station), Elk County, Pa., in June, 1862, as Water Boy for one year, and then worked one year with the construction gang until the death of his father, after which the family moved to St. Marys, Elk County, Pa.

Mr. Tierney entered the Motive Power Department at St. Marys, Pa., in May, 1866, as Engine Wiper and Hostler, and was advanced to Fireman on February 12, 1871, and promoted to Engineman February 12, 1873. He remained in that position until he was retired from active duty and placed on the "Roll of Honor," June 1, 1916.

Mr. Tierney was Engineman for 42 years and 6 months of his long service.

THOMAS ELLIOTT

LENGTH OF SERVICE, 52 YEARS 4 MONTHS

Thomas Elliott was born in Farmanagh, Ireland, July 22, 1847, and was employed on a farm until he was sixteen years of age. In October, 1863, he sailed for the United States from Liverpool.

He landed, after a very rough and slow voyage, and went directly to Pittsburgh, reaching there on December 10th.

He worked for a short time as Laborer, unload-

ing steamboats on the Monongahela River wharf, and then entered the service of the Pennsylvania Railroad at Pittsburgh - Duquesne Station on January 18, 1864. He recalls that at that time all the freight that was handled at the station during a day could have been loaded in two of the present-day box cars. The shifting of the cars was done by a team of mules, and there was much freight interchanged between the railroads and the river boats.

Mr. Elliott later was made Delivery Clerk and became very efficient at that work. He continued in this position until he was placed on the "Roll of Honor," June 1, 1916.

"He has been an exceptionally faithful employe in the performance of his duties, and has taken pride in furthering the interests of the Railroad," was the comment made by an officer of the Company on the occasion of Mr. Elliott's retirement.

Notes About Retired Employees

GEORGE BUCKIUS was retired from the service of the Pennsylvania Railroad at the South Altoona, Pa., Soft Iron Foundry, on May 1, 1916. He had been in the employ of the Railroad altogether 43 years and 9 months. He was born at Lancaster, Pa., March 23, 1847.

During the Civil War Mr. Buckius served two enlistments in the Pennsylvania Volunteers, and took part in many engagements. He entered the Railroad employ in July, 1872, at Marietta, Pa., and later in the same year went to Altoona and took up the foundry work. For many years he was Foreman of the Core Department, and was later transferred to the pattern rooms.

When he was placed on the "Roll of Honor" Mr. Buckius was Pattern Maker.

* * * *

JOHN DALTON was born April 1, 1851, at Baker's Mines, Pa. After working in the mines

until he was 21 years old he went to Altoona, Pa., and entered the Pennsylvania Railroad service there, in the 12th Street Blacksmith Shop. From 1880 to 1889 he engaged in other employment and re-entered the service in the latter year.

Mr. Dalton was placed on the "Roll of Honor" May 1, 1916, after working 32 years and 2 months.

* * * *

JACOB RENNER, who had worked longer in the Soft Iron Foundry of the Pennsylvania Railroad at South Altoona, Pa., than any other man, was placed on the "Roll of Honor" May 1, 1916, after 43 years and 4 months of service. He was born at Hagerstown, Md., on April 10, 1846, coming to Altoona in 1872.

He immediately secured employment in the Soft Iron Foundry and remained there until his retirement.

Facts About the "Roll of Honor"

Amount paid since Retirement plan was established on January 1, 1900 . . .	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
\$9,735,912.09	\$3,117,069.63	\$12,852,981.72	
Total number of employes placed on Roll of Honor to June 1, 1916 . . .	7170	2294	9464
Roll of Honor employes who have died	3679	1179	4858
Total number of employes on Roll of Honor June 1, 1916	3491	1115	4606

In Memoriam, May, 1916

LINES EAST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
STEPHEN B. RICORDS	PHILADELPHIA TERMINAL	88	5	10	5	16	4
JAMES FLOOD	ALLEGHENY	85	9	34	9	15	4
THOMAS S. VANDEVERE	CAMDEN TERMINAL	85	3	12	9	15	3
HENRY McCULLOUGH	PHILADELPHIA	83	6	31	5	13	6
DANIEL HEALY	MARYLAND	82	4	38	7	12	4
HERMANN MOOG, SR.	BALTIMORE	82	1	26	10	12	1
HENRY BARE	BALTIMORE	80	5	29	9	10	4
FRANK G. OSBORN	NEW YORK	80	4	29	10	10	3
JOHN WAGNER	RENOVO	78	4	26	7	8	3
MICHAEL LALLY	MARYLAND	77	9	23	2	7	8
WILLIAM B. SCHEETS	WILLIAMSPORT	77	8	36	2	12	6
JOSEPH ROBERSON	TRENTON	76	7	33	7	6	6
WILLIAM JOHNSON	ELMIRA	75	4	35	9	5	4
JOHN W. ARMSTRONG	MARYLAND	75	1	30	3	9	7
JOHN J. MAUREY	WILLIAMSPORT	74	2	41		4	1
BENJAMIN F. HOOKER	BALTIMORE	73	11	46	4	3	11
OWEN CLARK	ALTOONA MACHINE SHOP	72	9	27	3	2	8
ANTHONY W. McDERMOTT	PHILADELPHIA TERMINAL	72	5	35		2	5
JOHN F. TRAPP	NEW YORK	71	2	28	6	1	2
THOMAS FLYNN	PHILADELPHIA TERMINAL	70	11	47	2		11
JOHN H. WILLIAMS	MIDDLE	70	11	35	3	5	10
ANDREW FARLEY	NEW YORK	69	6	33	10	2	6
JACOB J. PALMER	MARYLAND	69	3	30		3	4
MICHAEL COLLIER	PHILADELPHIA TERMINAL	69	2	41	11	2	5
SIMON F. MCGREGOR	ALTOONA MACHINE SHOP	67	8	42	7	2	7
DAVID GUERIN	PITTSBURGH	66	6	46	4	1	1

LINES WEST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
JOHN R. WISE	ST. LOUIS	84		35	8	10	11
JOSEPH MULLER	EASTERN	83	7	24	4	13	7
FREDERICK EBERT	CLEVELAND AND PITTSBURGH	82	10	39	4	14	10
TOBIAS G. ODELL	EASTERN	80	7	38	9	13	8

In the first six months of 1916 the Companies of the Pennsylvania Railroad System retired 326 employes under the pension rules. Of this number 33 had been in the service fifty years or more, and 149 served over forty years. The expenditure for pensions in the first half of 1916, in round figures, was \$750,000. The Pennsylvania Railroad System is now paying pensions at the rate of \$29,000 per week.

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

July 18, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

25

Why Wilkinsburg Celebrated



PART OF A \$3,000,000 RAILROAD IMPROVEMENT

At a cost of \$3,000,000 the Pennsylvania Railroad has wiped out five grade crossings in the Borough of Wilkinsburg, Pa. This was done by elevating the five-track Main Line through the town. The work consumed three and one-half years' time and was unusually difficult on account of the extremely heavy traffic which had to be taken care of, without interruption, during the change. Its successful completion has won for the Pennsylvania Railroad the sincere friendship of the 25,000 people who make their homes in Wilkinsburg.

The borough of Wilkinsburg, Pa., a suburban town of prosperous homes near Pittsburgh, is just settling down to every-day life again after what was, in all probability, the most remarkable three-day celebration ever recorded in American civic history.

* * * *

The cause of the rejoicing was the completion, by the Pennsylvania Railroad, of improvements which eliminated every one of the five grade crossings in Wilkinsburg,

transformed the appearance of the whole center of the town and gave the borough a modern \$200,000 station, which is now its chief architectural ornament.



AMPLE SHELTER FROM WEATHER

Some details of the new model "umbrella roof," which protects passengers on the platforms of the Wilkinsburg station from sun and rain, are here shown. At intervals, enclosures are provided giving more complete shelter in severe weather.



ONE OF THE 1000-FOOT PLATFORMS

Immense platforms, 1000 feet in length, are important features of the new Wilkinsburg station. They are of the raised type, level with the floors of the cars, such as have been adopted in other of the newer stations on the Pennsylvania Railroad System.

The result has virtually made Wilkinsburg anew. To accomplish it, the Railroad raised the five tracks of its Main Line and placed them upon a massive stone and concrete elevated structure through the town.

This bit of elevated road is only 1.6 miles long, but it cost \$3,000,000, so that for each grade crossing wiped out, \$600,000 was spent.

* * * *

"Putting the Town on the Map"

How unique was the celebration that Wilkinsburg held, when all of this work was finished, may be judged from the fact that the big four-mile-long parade, which was the closing feature, was witnessed by fully 75,000 persons, or three times the entire population of the borough. The metropolitan newspapers of Pittsburgh gave 70 columns of space to chronicling the festivities of its smaller neighbor. As a Wilkinsburg paper said, the town was surely "put on the map."

* * * *

The improvements in Wilkinsburg were started on November 27, 1912, and the celebration of their completion was held June 8, 9 and 10, 1916.

Not to be outdone by the Railroad in making improvements, the town has modernized its electric lighting system and many business men have renovated their establishments to harmonize with the new station and the marvelously bettered appearance of the streets.

The town has granted the Railroad the right to construct two additional tracks, when they shall be needed to supplement the five now in use. The masonry work of the elevated structure has been built wide enough to accommodate a total of seven tracks.

* * * *

Wilkinsburg began to celebrate on the afternoon of June 8th, with a big marathon race, bicycle races and a town meeting in the High School. The next morning, an heroic-sized bronze statue of Abraham Lincoln was unveiled at the entrance of the Lincoln Highway into Wilkinsburg.

* * * *

Feature of the Celebration

In the evening came what was really the principal feature of the whole celebration—a banquet by the citizens of Wilkinsburg to the officers of the Pennsyl-

vania Railroad, the members of the State Public Service Commission, the past and present members of Wilkinsburg Council and other local officials.

The speakers included S. C. Long, General Manager of the Pennsylvania Railroad; R. T. Morrow, Superintendent of the Pittsburgh Division; Judge John D. Shafer, of Pittsburgh; Charles A. O'Brien, City Solicitor of Pittsburgh; E. Herbert Snow, Chief Engineer of the Pennsylvania Public Service Commission; A. C. Shand, Chief Engineer of the Pennsylvania Railroad, and F. M. Sawyer, the Construction Engineer who had been in actual charge of the work.

When Mr. Sawyer, who had become known by almost everybody in Wilkinsburg, was called on, the diners at all the tables rose in unison as a salute.

* * * *

The General Manager's Speech

Mr. Long, in his address, sketched the history of grade crossings in this country, showing how they were inevitable in American railroad development and how

their elimination must necessarily be gradual. After pointing out that fair and friendly agreements, such as the one which had been entered into between the Railroad and the borough of Wilkinsburg, are the greatest possible aids to progress in grade crossing elimination, he said:

"I trust that the spirit of good will in Wilkinsburg toward the Pennsylvania Railroad will spread rapidly toward other communities.

"This achievement—the elimination of the grade crossings and the station that has been constructed here—on the part of Wilkinsburg and the Pennsylvania Railroad Company is a monument to the consideration that both have for comfort and safety, and the safe-guarding of human life."

* * * *

Superintendent Morrow's Talk

Mr. Morrow pointed out some of the interesting single items of expense in connection with the Wilkinsburg improvements, as showing the innumerable difficulties encountered in work of this character. Just to make new driveways for the freight station cost \$45,000. In providing under-



HOW THE CENTER OF WILKINSBURG USED TO LOOK

This picture shows the old station in Wilkinsburg, Pa., and one of the five grade crossings which the Pennsylvania Railroad has eliminated. Contrast it with the picture of the same general locality as it appears at the present day, shown on the first page of this leaflet. Then you will see why Wilkinsburg celebrated.

WHAT A WILKINSBURG PAPER SAID OF THE TOWN AND THE RAILROAD

The celebration is unique in that it is the first time a community has publicly shown its appreciation of the efforts of a Railroad Company to benefit a town while adding to its own facilities and providing for the added comfort and safety of its patrons.

That the Railroad more than met the obligations it made when it entered into its first agreement with the borough to elevate its right-of-way is conceded by all. The fair dealing that the Company has displayed toward Wilkinsburg will prove to be a good investment that will surely bring big returns to the great railroad. It has proved that at least one corporation "possesses a soul."

—*Wilkinsburg, Pa., Sentinel, June 16, 1916.*

ground conduits for the telephone, telegraph, signal and electric light wires \$100,000 was expended. To maintain the tracks on trestles during the construction of the elevated roadway cost \$125,000.

"The Company I represent is always willing to co-operate with the borough and city authorities in the direction of improvements which will safeguard human lives, as has been demonstrated in the case of your own borough," said Mr. Morrow, in closing.

* * * *

Mr. Shand, as the chief supervisor of the work, was presented with a gold watch, a gift of the citizens of the town to show their appreciation of what had been done.

The toast master was John M. Lindsay, President of Wilkinsburg Council.

The parade, which ended Wilkinsburg's celebration, took place on the afternoon of June 10th. Many floats showed the development of the town from its founding to the present time. Members of the Pennsylvania Railroad Chapter, Women's Division for National Preparedness, riding in automobiles, made an interesting section of the pageant.

* * * *

In the ranks of the marchers were the chief officers of the borough, workers in many of the great industries about Wilkinsburg, and file after file of railroaders representing nearly every trade and calling in the business of transportation. The railroad shops in Pittsburgh and Pitcairn were closed so that all might attend. Seven railroad bands furnished the music.

* * * *

The improvements at Wilkinsburg are typical of the work that this Railroad System is doing throughout its lines as fast as time and money permit. But both time and vast amounts of money are necessary. There still remain in the State of Pennsylvania 3700 public grade crossings on Pennsylvania Railroad Lines. Since 1902 this Railroad has wiped out 1000 grade crossings at a cost of nearly \$70,000,000.

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

July 31, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

26

The Railroad Roll of Honor

"I have considered the pension list of the Republic as a roll of honor."

—President Grover Cleveland in a special
message to Congress, July 5, 1888.

The companies in the Pennsylvania Railroad System retired 52 employes as of July 1, 1916, under the operation of the pension rules. Seven of these men were Foremen, six were Enginemen, four were Conductors, four were Laborers, three were Clerks and two were Officers.

Of the total number retired on the July list, four had been in the service 50 years or more, and 27 had exceeded 40 years of active duty.

The payments of pensions, since the plan was established on January 1, 1900, have amounted to \$12,980,193, and the "Roll of Honor" now embraces the names of 4625 retired employes who are still living and receiving pensions.

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
LAWRENCE SCHROTT . . . 7728 Kelly Street, Pittsburgh, Pa.	CLERK	PITTSBURGH	51	9
GEORGE V. Z. KNEPLEY . . Harrisburg, Pa.	MACHINIST	PHILADELPHIA	51	4
TABER ASHTON Swarthmore Pa.	ASSISTANT TO TREASURER . .	GENERAL OFFICE	49	11
JOSEPH L. SHANNON Altoona, Pa.	LABORER	ALTOONA MACHINE SHOP	49	8
WILLIAM C. STONE Columbia, Pa.	SWITCHMAN	PHILADELPHIA	48	
CHARLES S. WOLCOTT Beverly, N. J.	FOREMAN	CAMDEN TERMINAL	47	10
JAMES A. PORTER 2240 South Heinberger Street, Philadelphia, Pa.	CLERK	PHILADELPHIA TERMINAL	47	2

Name	Occupation	Division	Years	Length of Service	
				Months	
JAMES WHALEN	BRIDGE WATCHMAN	PHILADELPHIA TERMINAL	45	11	
3626 Melon Street, Philadelphia, Pa.					
JOHN P. MILLER	BRAKEMAN	PITTSBURGH	45	6	
Wall Avenue, Wall, Pa.					
GEORGE E. ROE	ENGINEMAN	NEW YORK	44	8	
28 Jones Street, Jersey City, N. J.					
SAMUEL E. KELLEY	BOILER MAKER	ALTOONA MACHINE SHOP	44	7	
Altoona, Pa.					
PATRICK TOOMEY	FOREMAN	NEW YORK	44	3	
81 Fulton Street, Rahway, N. J.					
FRANCIS H. KITCHIN	CONDUCTOR	TRENTON	43	5	
Belvidere, N. J.					
THOMAS S. MILLER	FLAGMAN	WEST JERSEY AND SEASHORE	43	4	
South Dennis, N. J.					
MILLARD F. ROSS	CONDUCTOR	RENOVO	43	1	
Erie, Pa.					
SAMUEL L. ROGERS	CLERK	DELAWARE	42	10	
Delmar, Del.					
FREDERICK G. MCKEAN	ASSISTANT FOREMAN	NEW YORK	42	6	
303 Ridgewood Avenue, Brooklyn, N. Y.					
WILLIAM A. SCHUMACHER	COLLECTOR	BALTIMORE	40	5	
1525 Bolton Street, Baltimore, Md.					
PETER DONOVAN	CROSSING WATCHMAN	WILLIAMSPORT	39	10	
201 South Jones Street, Lock Haven, Pa.					
GEORGE H. FELMLEE	HELPER	RENOVO	39	6	
Renovo, Pa.					
THOMAS J. MILLER	MACHINE HAND	CONEMAUGH	39	5	
812 First Street, Verona, Pa.					
HENRY J. WITTMER	MACHINIST	ALTOONA MACHINE SHOP	38	8	
Altoona, Pa.					
JAMES ALEXANDER	STEVEDORE FOREMAN	NEW YORK	37	11	
37 Van Ripen Street, Jersey City, N. J.					
ROBERT M. PATTERSON	SPECIAL AGENT	GENERAL OFFICE	37	9	
Philadelphia, Pa.					
JESSE H. MILLER	ENGINEMAN	BALTIMORE	36	1	
New Freedom, York County, Pa.					
PATRICK CONSIDINE	STOREHOUSE ATTENDANT	RENOVO	35	10	
Renovo, Pa.					
WILLIAM T. ADAMS	WATCHMAN	PHILADELPHIA TERMINAL	34	9	
123 North 52d Street, Philadelphia, Pa.					
JOSEPH DENNISON	ENGINEMAN	PHILADELPHIA	34	4	
Columbia, Pa.					
CYRUS J. MILLER	LABORER	PITTSBURGH	33	8	
Youngwood, Pa.					
CORNELIUS A. CONRAD	SHOPHAND	ALTOONA MACHINE SHOP	33	7	
Altoona, Pa.					
GEORGE B. ROBERTS	MACHINIST	RENOVO	33	5	
Renovo, Pa.					
GREENSBURY T. WHITE	LABORER	DELAWARE	33	1	
Delmar, Del.					
CHARLES F. MOODLER	CARPENTER	BUFFALO	28	11	
605 Union Street, Olean, N. Y.					
JOHN B. EASLEY	WAREHOUSEMAN	ALLEGHENY	28	10	
Kittanning, Pa., R. D. Box 14					
THOMAS K. HUNTER	FOREMAN	BELLWOOD	28	3	
Cloe, Jefferson County, Pa.					
JOHN L. THOMPSON	SHOPHAND	RENOVO	25		
Erie, Pa.					

LINES WEST OF PITTSBURGH

Name	Occupation	Division	Years	Length of Service	
				Months	
JOHN ARTHUR	GANG FOREMAN	EASTERN	51	9	
1533 Garfield Avenue, N. S., Pittsburgh, Pa.					
JOHN A. SHOEMAKER	FREIGHT AGENT	EASTERN	51	7	
1000 East South Street, Massillon, Ohio.					
BYRON C. LOGAN	BLACKSMITH	INDIANAPOLIS TERMINAL	47	6	
225 Hendricks Place, Indianapolis, Ind.					
*JOHN H. BONNER	CAR INSPECTOR	EASTERN	47	4	
744 North Webb Street, Alliance, Ohio.					
CHARLES A. COOK	BAGGAGEMAN	CINCINNATI	44	11	
837 East Third Street, Cincinnati, Ohio.					

*Retired, effective June 1, 1916.

Name	Occupation	Division	Length of Service	
			Years	Months
H. S. STRICKLER	PASSENGER ENGINEMAN	ERIE AND ASHTABULA	44	3
20 King Street, Ashtabula, Ohio.				
BALYS CLOUD	YARD ENGINEMAN	VINCENNES	43	4
1112 Main Street, Vincennes, Ind.				
JOHN J. MANGAN	FREIGHT CONDUCTOR	INDIANAPOLIS	42	10
224 Wilbur Avenue, Columbus, Ohio.				
ARTHUR H. HOLTON	ENGINEMAN	MICHIGAN	41	10
606 West Broadway, Logansport, Ind.				
J. F. LANFERSIEK	FOREMAN PAINT SHOP	INDIANAPOLIS	41	4
R. F. D. No. 5, Columbus, Ohio.				
GOTTFRIED MILLER	CARPENTER	EASTERN	39	2
127 North Pearce Street, Crestline, Ohio.				
EDWARD J. CARROLL	FREIGHT CONDUCTOR	ERIE AND ASHTABULA	33	1
24 Hubbard Street, Ashtabula, Ohio.				
JAMES MCPHERSON	SHOP LABORER	NORTHERN	32	4
437 Hyland Street, Grand Rapids, Mich.				
LESLIE H. BROWN	LAMPMAN	ERIE AND ASHTABULA	32	4
Austinburg, Ohio.				
JOSEPH H. BROHARD	BRIDGE CARPENTER	PEORIA	30	2
Lake City, Ill.				
JAMES McCAFFERY	TRACK FOREMAN	CINCINNATI	30	
Spring Valley, Ohio.				
JAMES LYNCH	MAIL HANDLER	CHICAGO TERMINAL	27	11
19 North Ada Street, Chicago, Ill.				

Men Now Retiring Who Have Served the Pennsylvania Railroad More Than Half a Century

LAWRENCE SCHROTT

LENGTH OF SERVICE, 51 YEARS 9 MONTHS

Lawrence Schrott was born in Pittsburgh on June 3, 1846, and was a trifle over 18 years of age when he entered the employ of the Pennsylvania Railroad Company at the Pittsburgh-Duquesne Station, as Laborer. At that time Mr. Andrew Carnegie was Superintendent of the Pittsburgh Division.

On September 1, 1865, Mr. Schrott was made Clerk, acting as Relief Clerk at the Twenty-sixth Street Yard. In 1866 he was transferred to the Pittsburgh-Duquesne Station as Clerk. He was later promoted to Assistant Foreman and Dispatcher. At the time of his retirement he was Auditing Clerk, inbound.

Mr. Schrott was placed on the "Roll of Honor" of the Pennsylvania Railroad on July 1, 1916. In connection with this event the Superintendent of the Pittsburgh Division made this comment on Mr. Schrott's services:

"Mr. Schrott has been an exceptionally faithful employe in the performance of his duty and has taken pride in furthering the interests of his employers."



LAWRENCE SCHROTT



JOHN A. SHOEMAKER

LENGTH OF SERVICE, 51 YEARS 7 MONTHS

John A. Shoemaker, who was placed on the "Roll of Honor" July 1, 1916, was born in Franklin County, Pa., on June 13, 1846. Five years later he was taken over the Allegheny Mountains, by wagon, to Stark County, Ohio, where he has lived ever since.

Mr. Shoemaker entered the railroad service on December 1, 1863, as Freight Brakeman on the Pittsburgh, Fort Wayne and Chicago Railway, and was promoted to Freight Conductor on October 28, 1867.

On September, 22, 1873, he was transferred to the Toledo Division as Freight Conductor and Yard Master. He was transferred, on April 1, 1876, to Alliance, Ohio, as Conductor of Freight, and took charge of the Alliance Yard, as Yard Master, on August 9, 1876.

Mr. Shoemaker went to Massillon, Ohio, as

Station Agent on October 26, 1878, being in complete charge until April 1, 1903, when the agency was separated into passenger and freight offices. He then took charge as Freight Agent, holding the position continuously until June 30, 1916, when he was retired from active duty.

Few men in the service have witnessed the changes in railroading that Mr. Shoemaker has seen and followed. Speaking of railroad development and contrasting present day methods with those of years ago, Mr. Shoemaker said, recently :

"I remember well the light twenty-foot English rails with joints fastened with an iron chair and four spikes to the tie. The ties rested on dirt ballast from which grass and weeds grew up between the rails in profusion. The road-bed was shifting continually, necessitating a force of men with bars to line up the roadway, working all of the time.

"Some locomotives burned wood, while others used coal, and there was in use a portable saw, traveling on its own wheels, which was sent from station to station to saw wood for the engines. I remember the final passing of the wood-burning locomotive.

"Hand-pumping to fill the engine tanks was a common sight when I started railroading, and I have seen locomotives without injectors, boilers empty and blocked on side tracks, with the engineers oiling the driving tires and 'slipping' the engine in order to pump water into the boiler.

"Freight cars were permitted a maximum carrying weight of 10 tons. The passenger coaches were wooden affairs with wooden seats. The seats, if upholstered at all, were done in oilcloth.

"Trains were run by timetables with printed rules thereon. Allowance was made for a variation of watches of five minutes. Live stock, bailed hay and bulk lime were loaded in small gondola cars fitted with temporary racks running around the sides and ends. Conductors and engineers were sometimes disciplined for running their trains at a speed greater than 15 miles per hour."

THE WORTH OF A RETIREMENT PLAN TO THIS RAILROAD AND ITS MEN

The establishment of a pension system has justified itself to the Railroad by the increased efficiency of its workers, their greater steadiness and contentment, and the better relations it has guaranteed between the managers and the men.

Valuable as pensions are in all branches of employment, they are of especial value in relation to railroad work.

—*Utica, N. Y., Globe, July 8, 1916.*

THIRTEEN MILLIONS WELL SPENT

Since 1900, when the pension system was established, the Company has paid to its retired employes upward of \$13,000,000, a pretty good showing for a "soulless corporation."

The pension system is an advantage to the Company because it encourages continued and efficient service on the part of its employes, who have the very comforting assurance that, if they do their work well and stay with the Company the necessary number of years, their declining days may be spent in comfort and without any worry about house rent and supply bills.

—Trenton, N. J., Gazette, July 5, 1916.

GEORGE V. Z. KNEPLEY

LENGTH OF SERVICE, 51 YEARS 4 MONTHS

George V. Z. Knepley was placed on the "Roll of Honor" of the Pennsylvania Railroad July 1, 1916, after an unusually long period of active service well passing the half-century mark.

Mr. Knepley entered the railroad service on February 20, 1865, as Laborer. He subsequently filled the positions of Apprentice, Stationary Fireman, Machinist and Engine Inspector. His entire service in the employ of the Railroad was spent in the shops at Harrisburg, Pa.

Throughout his entire career he maintained an absolutely clear record.



GEORGE V. Z. KNEPLEY



JOHN ARTHUR

LENGTH OF SERVICE, 51 YEARS 9 MONTHS

John Arthur, Gang Foreman on the Eastern Division of the Pennsylvania Company, who was placed on the "Roll of Honor" July 1, 1916, was a native of Ireland, having been born there on June 12, 1846.

Mr. Arthur emigrated to this country, with his parents, when he was 10 years old, and was first employed in the Railroad service on September 12, 1864, as Machinist Apprentice. He was promoted to the position of Machinist on November 1, 1868, and was again advanced to Gang Foreman on March 1, 1881.

Mr. Arthur continued in that capacity, until he was retired from active duty.

PROUD OF A LIFETIME OF FAITHFUL SERVICE

I hope you and all other faithful employees will live and enjoy good health long enough to be some day placed on the "Honor Roll." It pays to be loyal. I am proud of my long service with the Company and would be glad to be able still to serve. I shall never forget the old associates.

—From a letter to a friend by John G. Gallagher, former Assistant Station Master at Logansport, Ind.; retired November 30, 1912, after 43 years' service.

In Memoriam, June, 1916

LINES EAST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
WILLIAM JAY	PHILADELPHIA	90	3	37		16	2
WILLIAM BENION	PHILADELPHIA	85	3	27		15	2
JESSE LESCALLETT	BALTIMORE	84	5	32	3	16	2
JOHN SLATTERY	RENOVO	81	2	39	8	13	11
JAMES KILMARTIN	PHILADELPHIA	80	4	35	10	12	11
MICHAEL HALEY	TRENTON	79	10	37	7	9	10
SAMUEL A. PEACOCK	BALTIMORE	77	9	35	8	7	9
GEORGE E. POFF, SR.	WILLIAMSPORT	77	8	32	11	12	3
PATRICK A. SKELLEY	PITTSBURGH	74	7	40	1	4	7
DAVID BECK	ALTOONA CAR SHOP	74	3	30	2	4	2
CHARLES KLEIN	RENOVO	73	6	26	7	3	6
JOHN SHEEHAN	ALLEGHENY	73		41	6	7	6
JOHN H. LABE	ALTOONA MACHINE SHOP	71	11	44	3	1	10
PATRICK F. CAMPBELL	RENOVO	71	4	44	10	5	9
PETER G. MESHEY	PHILADELPHIA	70	4	30		1	1
FRANK SMITH	ALLEGHENY	70	3	32	3		2
EMANUEL BARE	BALTIMORE	69	6	46	2		3
JAMES FISHER	NEW YORK	68	11	35	7		2
JOHN M. FISHER	BALTIMORE	68	10	38	11	2	9
EDWARD McSHANE	PHILADELPHIA TERMINAL	67	9	34	1	1	1
GEORGE MEREDITH	MIDDLE	67	7	52	7	2	6
WILLIAM J. DILLMAN	MIDDLE	66	11	43	8	1	8
OWEN J. O'BRIEN	WILLIAMSPORT	65	6	36	3		5
SAMUEL F. REESE	PHILADELPHIA	65		43	6		1

LINES WEST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
SAMUEL L. GIBSON	PITTSBURGH	83	3	14	9	12	7
JOSEPH D. PAYNE	TOLEDO	82	8	4	4	1	11
DAVID L. ZINK	EASTERN	82	5	47	2	12	5
WILLIAM KNAUSS, SR.	CLEVELAND AND PITTSBURGH	82	2	37	9	15	
JAMES M. NEWHOUSE	INDIANAPOLIS	77	7	12	5	7	8
CHRISTOPHER McCANN	EASTERN	73	8	47	10	3	10
JOHN HOLLERAN	CLEVELAND AND PITTSBURGH	73	6	51		6	10
FRIEDRICH WENGER	INDIANAPOLIS	72	1	43	5	2	
CHARLES H. BRIDGER	ERIE AND ASHTABULA	71	7	23	5	1	6
HENRY KRICHBAUM	EASTERN	70	5	39	4		5
JOHN T. DALE	VINCENNES	70	2	36	1		2
HERMAN HUMBERT	CINCINNATI	69	8	37	11	2	9

Notes About Retired Employes



TABER ASHTON

TABER ASHTON, Assistant to the Treasurer of the Pennsylvania Railroad, and Treasurer or Assistant Treasurer of many branch lines, was retired from active duty on July 1, 1916, under the operation of the pension regulations, and was placed upon the "Roll of Honor." He has been in the service of the Pennsylvania Railroad 49 years and 11 months.

Mr. Ashton, on the occasion of his retirement, was presented with a large mahogany hall clock, the gift of his fellow officers and employes in the Treasury Department. The presentation was made by Mr. Henry Tatnall, Vice-President in Charge of Finance, in the presence of his entire staff.

Mr. Ashton entered the Pennsylvania Railroad service in 1864, in the office of the Fourth Assistant Auditor, Thomas R. Davis. He was elected Secretary and Treasurer of the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company on September 1, 1880, and since that time has been an officer of a large number of other subsidiary companies in the Pennsylvania Railroad Lines East of Pittsburgh.

* * * *

J. G. WOLF, Gang Leader in the Altoona, Pa., Machine Shop, who was retired on June 1, 1916, after 47 years of service, began his railroad career as Brakeman on the Middle Division. On April 1, 1869, he entered the Altoona Shops.

At the opening of the Civil War he enlisted in the First Battalion, organized at Hollidaysburg, Pa., under Colonel McKague. Later, he served with Company A, Two Hundred and Fifth Regiment, Pennsylvania Volunteers. After 16 months of military duty he returned to Altoona and was chosen Captain of the Altoona Rifle Company, remaining in that capacity three years.

Mr. Wolf had been Gang Leader in the Altoona Machine Shop for 35 years, when he was placed on the "Roll of Honor."

* * * *



A CLEAN RECORD FOR 44 YEARS

Charles L. Rohrbaugh, Engineman on the Baltimore Division, who was placed on the "Roll of Honor" June 1, 1916, was 44 years and 2 months in the employ of the Pennsylvania Railroad. He began in 1872 as Fireman. Four years later he became Engineman. In all his service in the cab no passenger on any of his trains, or any member of his crew, was ever killed or injured. Mr. Rohrbaugh had been Passenger Engineman since 1886, having been in the freight service prior to that time.

WHY THIS RAILROAD PAYS PENSIONS

The pension system of the Pennsylvania Railroad—the first of its kind to be inaugurated in America—was established in recognition of the fact that loyalty between employer and employe must be mutual.

When a man goes on the “Roll of Honor” it means that the Railroad will keep faith with one who was himself faithful during his working days.

It is the aim of the Pennsylvania Railroad always to stand first among the railroads of the world in the practical recognition, in this and other ways, of the duty of loyalty to its men.

ROBERT M. PATTERSON, who was placed on the “Roll of Honor” July 1, 1916, after 37 years and 9 months of service, was born in Philadelphia in 1851, and was educated at the University of Pennsylvania.

Mr. Patterson became connected with the Engineer Corps of the Northern Pacific Railroad in 1870. In 1873 he entered the service of the Pennsylvania Railroad Company, serving as Assistant Supervisor and Assistant Train Master. In 1878 he moved to Virginia, where he engaged in engineering and business pursuits until 1882, when he engaged with the Buffalo, New York and Philadelphia Railroad, and allied lines, as Division Superintendent.

In 1885 Mr. Patterson returned to the Pennsylvania Railroad Company, entering the office of the General Superintendent of Transportation as Special Agent. He retained that position until

May 1, 1893, when he was made Superintendent of the Delaware Extension and Kensington Division. On January 1, 1899, he became Superintendent of the New York Division, which he held until January 1, 1902, when he was promoted to General Superintendent of Pittsburgh Terminals.

On June 1, 1903, the position of Superintendent of Freight Transportation was created and Mr. Patterson appointed to it. He was appointed Special Agent in the General Manager's Department, effective May 1, 1916.

* * * *

SAMUEL H. DEACON, Master Carpenter of the Cincinnati Division and the Cincinnati, Lebanon and Northern Railway, who was retired from active duty on June 1, 1916, after 33 years and 8 months service, was given a reception by 400 of his friends

Facts About the “Roll of Honor”

Amount paid since Retirement plan was established on January 1, 1900 . . .	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
\$9,833,171.81	\$3,147,022.03	\$12,980,193.84	
Total number of employes placed on Roll of Honor to July 1, 1916	7206	2311	9517
Roll of Honor employes who have died	3703	1189	4892
Total number of employes on Roll of Honor July 1, 1916	3503	1122	4625

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

August 21, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

27

Carrying 453,952,298 Passengers Ten Billion Miles in Safety

Another half-year has been added to the Pennsylvania Railroad System's record for the safe transportation of passengers. In the first six months of 1916 a total of 92,380,184 people were carried over the Lines East and West of Pittsburgh without loss of the life of a single one of them in a train accident.

The passing of the first half of 1916 completes two and one-half consecutive years in which no passenger has been killed on any part of the Pennsylvania Railroad System in a train accident.

In that time 453,952,298 passengers have been safely carried, in more than 3,000,000 trains, for a total distance of over ten billions of miles, or 400,000 times around the world.

* * * *

Including the freights, upward of 7,500,000 trains were operated, day and night, over 12,000 miles of line and 26,000 miles of track, while these passengers were being carried in safety.

On the Lines of the Pennsylvania Railroad East of Pittsburgh no passenger has been killed in a train accident for more than three and one-half years, and 396,000,000 people have been carried in safety over these lines, alone, during that period.

Another Step Forward in the Art of Effective Railroad Signaling

Recent improvements in the science of coloring glass have paved the way for the adoption, by the Pennsylvania Railroad System, of a new color scheme for use in signal lights. The change is for the purpose of increasing the efficiency of the protection afforded in the operation of trains.

* * * *

The important feature of the new color system is to be the entire elimination of white lights as signal indications. This has been rendered desirable on account of the increasing use of white lights of various kinds in buildings, driveways, roads and streets close or adjacent to the Railroad's right of way.

The familiar color trio hitherto in use for signal lights has been white for "clear" or "proceed," green for "caution" and red for "stop." Before white could be successfully eliminated from the scheme it was found necessary to procure a yellow glass that would give a distinctive and brilliant light of that color. Such a glass has at length been produced.

Under the improved scheme of color indication for signals, green lights will mean "clear" or "proceed" and the new yellow "caution." Red will continue to mean "stop."

* * * *

Adoption of the new signal system will mean the changing of hundreds of thousands of colored glasses and lenses. Not only

will alterations have to be made in all of the semaphore signals, but the following devices will also be affected:

Marker lights on the rear of passenger and freight trains, switch lamps and targets, markers for track tanks, "slow" signs, "resume speed" signs, hand lamps at interlocking and block signal stations, and lights displayed to the public at crossing gates. Lights for the latter purpose will be red instead of green, as at present.

The work will proceed as fast as the necessary materials can be obtained.

* * * *

Preparatory to its general adoption throughout the Pennsylvania Railroad System, the new signal scheme has been tried out on some of the most important and busiest lines, including portions of the New York and Sunbury Divisions, the Long Island Railroad and the Washington Terminal Railroad. It has given great satisfaction in every case. As it is also being adopted in portions of the country off the Pennsylvania System, desirable uniformity will be obtained.

* * * *

No change is to be made on those short portions of the Pennsylvania Railroad lines which, on account of special conditions, are now protected by "position light" signals, in which the various indications are given by rows of electric lights showing against a black background in the various positions of semaphore arms.

It has cost the Pennsylvania thousands of dollars to reach its present state of preparedness, but it has been a most profitable investment.

—*Jersey City, N. J., Journal, July 26, 1916.*

Efficiency Tests and Safe Traveling

Steel cars, modern block signals, the best of air brakes, heavy rails, stone ballast, carefully maintained roadway, strong bridges and proper operating rules make safe passenger transportation possible.

Efficiency, discipline, co-operation and fidelity on the part of the men who run the trains make it a fact.

This is the reason why the Pennsylvania Railroad conducts millions of tests every year to insure that its operating force at all times conforms to the highest possible standards in these respects.

* * * *

From January 1st to June 30th of this year a total of 2,496,504 tests and observations were made on the Pennsylvania Railroad's Lines East to determine how well signals were being obeyed and the train operating rules followed.

The results showed perfect performance in more than 99.9 per cent. of the cases. To be exact, in only one instance in each 1224 trials was there any failure to follow implicitly the signal indications or to obey to the letter the regulations governing train operation. In five classes of tests there were no failures at all.

* * * *

In the period during which these tests were made 76,700,000 passengers were carried on the Lines East of Pittsburgh and not one was killed in a train accident.

* * * *

Efficiency tests are conducted under the strictest rules. If an engineman runs his locomotive one foot past a "stop" signal, his action counts as a failure.

The Pennsylvania Railroad's Eastern Lines now have a continuous record of three and one-half years, during which better than 99.9 per cent. of perfection has been shown by

16,658,649 tests of the efficiency, fidelity and discipline of the men who operate the trains.

The interval in which this record was made corresponds with the period in which no passenger has been killed in a train accident on the Lines East of Pittsburgh, although nearly 400,000,000 people have been carried over these lines alone in that time.

* * * *

Efficiency tests and observations cover all the train operating rules, the safety regulations and the use of, and obedience to, signals. They are divided into 49 general classes.

* * * *

Examples of the numerous tests are:

Protection of the rear of train by Flagmen; obedience to Flagmen's signal by Enginemen; rules and regulations covering the carrying of explosives; keeping car doors properly closed; conformity to the speed regulations; obedience to safety rules covering the shifting of trains; regulations regarding Watchmen at grade crossings; keeping first-aid equipment in proper condition; special regulations for the safety of train service and track employees; obedience to "stop" and other signals; the use of torpedoes; action in case of signals displayed to trains that should not accept them.

“—the kind of efficiency that is efficient.”

—*Brooklyn, N. Y., Times, July 26, 1916.*

What Some of the Newspapers Have Said About Carrying the Public Safely

"It Can Be Done"

Hartford, Conn., Courant, July 26, 1916

For two and a half years the great Pennsylvania Road has not lost the life of a single passenger, although during that time it has carried 453,952,298 passengers, who altogether have traveled in its cars more than 10,000,000,000 miles in that time. This shows the thing can be done.

Credit to All Concerned

Harrisburg, Pa., Patriot, July 25, 1916

This wonderful achievement reflects credit not only on the officials, but the men as well. "Safety first" seems to be harvesting big crops.

Safety a Matter of Course

New York World, July 25, 1916

In two years and a half the Pennsylvania Railroad has carried 453,952,298 passengers without a fatality due to a train wreck. Safety, in fact, has been made such a commonplace of operation in this efficiently managed road that even this striking exemplification of it excites little remark.

Safety First—Safety Always

Philadelphia, Pa., Evening Ledger, July 29, 1916

Years ago to take a railway journey was about as dangerous as to go to war. In recent months, however, the Pennsylvania System transported almost half a billion passengers without the loss of a single life. Safety first, by a process of evolution, soon becomes safety always.

"Here Is Great Train Service"

Brockton, Mass., Enterprise, July 26, 1916

Three million trains and not a passenger killed is a great testimonial to efficiency, to good teamwork, to excellent rolling stock and to management.

"The Safest Place in the World"

Philadelphia Inquirer, July 28, 1916

This is an astonishing record. It means that what amounts to four-and-one-half times the population of the country have made a trip in safety, and the total mileage equals about one-ninth the distance from here to the sun. According to these figures the safest place in the world for a man is on one of the Pennsylvania trains.

Making for Confidence

Elizabeth, N. J., Journal, July 26, 1916

The Pennsylvania Railroad Corporation reports a record of efficiency that gives the public confidence in the safety of railway travel. It is a record of which to be proud.

Keeping Up to Its Record

Wilmington, Del., News, July 25, 1916

The Pennsylvania Railroad Company is maintaining its remarkable record for carrying passengers in safety, and the Pennsylvania System seems to have reached a point of safety so far as it is humanly possible to reach it.

The example of the Pennsylvania should be made the criterion for every railroad in the country. —*Raleigh, N. C., News and Observer, July 26, 1916.*



INFORMATION

FOR EMPLOYES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

August 31, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

28

The Railroad Roll of Honor

"I have considered the pension list of the Republic as a roll of honor."

—President Grover Cleveland in a special
message to Congress, July 5, 1888.

Fifty employes of the Companies in the Pennsylvania Railroad System were retired from active duty as of August 1, 1916, under the pension rules, and were placed on the "Roll of Honor."

The four oldest of these men, in point of service—each with well over half a century of industry to his credit—worked for the Railroad a total of 218 years. Twenty-four of the others had been in the service 40 years or more each.

The total amount paid out in pensions by the Pennsylvania Railroad System has now passed the thirteen million dollar mark, having stood at \$13,108,780 on the day when these additional retirements became effective.

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
JAMES McLAUGHLIN McKnight Avenue, Bordentown, N. J.	LABORER	TRENTON	56	7
JOHN E. DOHONEY Elmira, N. Y.	CLERK	ELMIRA	54	6
WILLIAM L. NEETER, Sr. Harrisburg, Pa.	ENGINEMAN	PHILADELPHIA	48	5
ANDREW ROCHE 151 Pine Street, Williamsport, Pa.	CROSSING WATCHMAN	WILLIAMSPORT	48	4
JAMES BROWN 2026 Sixth Avenue, Altoona, Pa.	LABORER	SOUTH ALTOONA FOUNDRY	47	11
JAMES B. WITHROW Harrisburg, Pa.	ENGINEMAN	PHILADELPHIA	47	5
PATRICK POWERS Elmira, N. Y.	TRACK FOREMAN	ELMIRA	47	3
WILLIAM H. SHULL Harrisburg, Pa.	ENGINEMAN	MIDDLE	45	2

Name	Occupation	Division	Years	Length of Service	
				Months	
ALBERT W. SNYDER Philadelphia, Pa.	ENGINEMAN	PHILADELPHIA	44	10	
HARVEY W. MILES Wilmington, Del.	OPERATOR	MARYLAND	44	8	
EZEKIEL T. RAMBO 907 North Forty-third Street, Philadelphia, Pa.	TENDER REPAIRMAN	PHILADELPHIA TERMINAL	44	3	
GEORGE B. FERRIER Moorestown, N. J.	SPECIAL AGENT	GENERAL OFFICE	43	9	
CHARLES H. SMOCK South Amboy, N. J.	AGENT	TRENTON	43	5	
DAVID MCEVILLA Corner Fifth Street and Park Avenue, Williamsport, Pa.	WORK TRAIN CONDUCTOR	WILLIAMSPORT	43	5	
SAMUEL I. RHODES Osceola Mills, Pa.	SWITCHMAN AND SIGNALMAN	TYRONE	43	2	
CHARLES H. SWEM 1219 Cobbs Creek Parkway, West Philadelphia, Pa.	ENGINEMAN	NEW YORK	41	11	
GEORGE C. ATKINS 501 Warfield Street, N. S., Pittsburgh, Pa.	BRAKEMAN	CONEMAUGH	41	6	
JOSEPH F. JAMES Seaford, Del.	CLERK	DELAWARE	41	2	
NICHOLAS FLANAGAN Oil City, Pa.	CROSSING WATCHMAN	ALLEGHENY	41	1	
JAMES A. WILLIAMS 505 Park Avenue, Williamsport, Pa.	CLERK	WILLIAMSPORT	41	1	
JOHN H. WEIBLY 47 Water Street, Bellefonte, Pa.	CROSSING WATCHMAN	WILLIAMSPORT	40	8	
ANDREW M. HUFNAL Media, Pa.	CLERK	MARYLAND	40	5	
JOHN W. SMITH Columbia, Pa.	CHIEF CALLER	PHILADELPHIA	40	2	
ALVIN P. MAY 116 Elm Avenue, Rahway, N. J.	CLERK	GENERAL OFFICE	39	8	
BENJAMIN F. BRADLEY Altoona, Pa.	MACHINE HAND	ALTOONA CAR SHOP	36	11	
WALLACE BLOODGOOD Perth Amboy, N. J.	SWITCHMAN	TRENTON	36	1	
LEONARD ULMER Williamsport, Pa.	MAIL MESSENGER	CENTRAL	36		
MATTHEW THIELEN 4121 Parrish Street, Philadelphia, Pa.	CLERK	GENERAL OFFICE	35	10	
SYLVESTER J. BUTTERFIELD Emlenton, Pa.	CLERK	ALLEGHENY	35	9	
ANDREW STOLTZ Altoona, Pa.	HELPER	ALTOONA MACHINE SHOP	35	2	
JACOB BERGER Riverside, Pa.	LABORER	SUNBURY	35		
AARON H. BOWER Renovo, Pa.	SHOP HAND	RENOVO	34	7	
LAWRENCE J. FINNAN Wilmington, Del.	CLERK	MARYLAND	33	9	
CHARLES A. MANN 905 North Forty-second Street, Philadelphia, Pa.	FIRST ASSISTANT CHIEF CLERK	GENERAL OFFICE	33	9	
URIELE THORN Trenton, N. J.	SWITCHMAN	TRENTON	33		
ALLEN CURLETT Elsmere, New Castle County, Del.	CAR REPAIRMAN	MARYLAND	31	10	
GEORGE W. HEFFNER 1051 Reagan Street, Sunbury, Pa.	STORE ATTENDANT	WILLIAMSPORT	30	1	
REBECCA J. CYPHERS Sandy Creek, Pa.	AGENT	CONEMAUGH	28	8	
MICHAEL FARRELL 3326 Filbert Street, Philadelphia, Pa.	TABLE OPERATOR	PHILADELPHIA TERMINAL	28	3	
EPHRAIM G. PILCHARD Salisbury, Md.	CARPENTER	NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD	12	3	

Name	Occupation	Division	Years	Length of Service	
				Months	
MICHAEL SCHEIBER South East Street, Crestline, Ohio.	SWITCH TENDER	EASTERN	53	8	
GEORGE W. ELLIOTT 727 Paris Avenue, Grand Rapids, Mich.	RELIEF DEPARTMENT SOLICITOR	GRAND RAPIDS AND INDIANA RAILWAY	53	4	
JESSE F. RAYDER 6738 St. Lawrence Avenue, Chicago, Ill.	PUMPER	WESTERN	49	3	

Name	Occupation	Division	Length of Service	
			Years	Months
WILBERFORCE L. TWADDELL	SHEET IRON WORKER	ST. LOUIS	47	9
420 Chestnut Street, Terre Haute, Ind.				
JOHN SHUSTER	SHOP WATCHMAN	WESTERN	42	9
2718 Maumee Avenue, Fort Wayne, Ind.				
FRANCIS V. HUMES	GATEMAN	EASTERN	31	8
314 Third Street, Aspinwall, Pa.				
GARDNER B. GRAY	SIGNAL INSPECTOR	PENNSYLVANIA COMPANY	28	11
131 Crafton Avenue, Crafton, Pa.				
LOREN BENN	CLERK	CINCINNATI	25	10
Morrow, Ohio.				
WILLIAM CLARK BAUGH	GANG LEADER	ST. LOUIS	19	4
109 North Twelfth Street, Terre Haute, Ind.				
JACOB PIENTA	BLACKSMITH	NORTHERN	17	
850 Park Street, S. W., Grand Rapids, Mich.				

In Memoriam, July, 1916

LINE EAST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
JOSEPH HOFF	PITTSBURGH	86	7	17	3	16	6
JAMES T. COOPER	GENERAL OFFICE	86	2	33	8	16	1
WILLIAM C. GEARY	RENOVO	82	1	36	8	12	1
WILLIAM CONNOR	MARYLAND	78	2	37		8	2
JAMES McLARNEY	TRENTON	76	7	28	2	6	6
JOSEPH DRUM	PHILADELPHIA TERMINAL	76	1	37	2	6	
CHARLES WALTON	PHILADELPHIA AND CAMDEN FERRY	75	10	45	10	5	9
JOHN GANNON	NEW YORK	74		38	9	3	11
JOHN DUGAN	MARYLAND	73	2	24	10	3	1
GEORGE A. COMMERS	PITTSBURGH	72	6	24	6	2	5
JOHN H. BRANDT	MARYLAND	72	5	51	8	5	11
WILLIAM STORM	CRESSON	71	8	34	6	1	8
WILLIAM G. LUSK	PITTSBURGH	71	2	37	6	5	10
PATRICK FURY	NEW YORK	71	2	42	6	1	1
HOWARD A. CARTER	ALTOONA CAR SHOP	70	8	31	9		7
WILLIAM DEVINE	PITTSBURGH	69	11	34	5	4	9
REUBEN HALL	BUFFALO	69	1	41	8	3	10
AARON A. BROGAN	PHILADELPHIA	68	2	35	11	3	2
THEODORE THOMAS	TRENTON	67	8	51	8	1	5
SAMUEL A. WHITLEY	NEW YORK	67	5	45	1	1	7
LEVI NEIDIG	WILLIAMSPORT	65	9	31			8

LINE WEST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
ANDREW SCHAEFER	LOGANSPORT	84	7	18	8	4	7
MICHAEL DOYLE	EASTERN	82	9	41		15	1
THOMAS RICHARDS	TOLEDO	78	5	29	8	8	5
W. W. WILLIAMS	LOUISVILLE	77	9	32	1	7	9
WILLIAM SINRAM	CLEVELAND AND PITTSBURGH	75	10	44	5	9	9
ANTHONY J. HORNER	EASTERN	75	6	34	5	5	5
JOHN GROTTTRUP	INDIANAPOLIS TERMINAL	75	4	29	1	5	3
THOMAS McCORMICK	CLEVELAND AND PITTSBURGH	75	3	16		5	3
CLEMENT R. MILLER	GENERAL OFFICE	73	4	40	4	6	6
PATRICK MORGAN	EASTERN	73	3	51	10	3	2
JOHN COSTELLO	ST. LOUIS	71		37		1	

Men Now Retiring Who Have Served the Pennsylvania Railroad More Than Half a Century



JAMES McLAUGHLIN

LENGTH OF SERVICE, 56 YEARS 7 MONTHS

James McLaughlin was placed on the "Roll of Honor" August 1, 1916, after a term of service of most unusual length in the employ of the Pennsylvania Railroad. He was born at Ballycastle, County Mayo, Ireland, July 15, 1846. He came to America at the age of 14 years and was employed as Water Boy on the Camden and Amboy, now part of the Pennsylvania Railroad, in 1860. Since that time he has been Blacksmith Helper, Watchman and Trackman.

The Camden and Amboy was largely constructed by Irish labor and was maintained by Irish Trackmen for a number of years. Mr. McLaughlin is the last survivor of this generation of workmen of the pioneer days. The last of his contemporaries, James Graley, Patrick Sweeney and Daniel Birmingham, passed away some years ago.

Mr. McLaughlin lives at Bordentown, N. J., where he has acquired considerable property in his many years of industry and thrift.



MICHAEL SCHEIBER

It is a common saying in Bordentown that when the Pennsylvania Railroad leased the Camden and Amboy property for 999 years, "Jimmy" McLaughlin was included in the bargain.

Mr. McLaughlin retired from active duty with a clean record of honorable service throughout his entire term of employment.

MICHAEL SCHEIBER

LENGTH OF SERVICE, 53 YEARS 8 MONTHS

Michael Scheiber was born July 12, 1846, at Pottsville, Pa. He first entered the service of the Pennsylvania Railroad on April 10, 1862, in the capacity of Maintenance of Way Laborer. He was transferred to the position of Yard Brakeman in 1864, and since that time has served continuously in the Transportation Department. He served as Brakeman and Conductor on a construction train, and later served as Conductor in the yards at Crestline, Ohio.

In 1898, Mr. Scheiber suffered with a long and

serious illness. Upon his recovery he was appointed Switchman in the Crestline Yards and remained in that position until he was placed on the "Roll of Honor," August 1, 1916.

Thirteen years ago Mr. Scheiber was presented with a gold watch by officials of the Railroad in recognition of his heroic action in averting a wreck. Some freight cars had run from a siding onto the main track just as an express train was approaching. By almost superhuman efforts Mr. Scheiber was able to run ahead of the freight cars and flag the express in time to prevent what might have been a serious collision.

Mr. Scheiber was held in high esteem by his fellow employes in Crestline, and on his last day of service was given a reception by a large number of them, at which he was presented with a fine leather chair.

GEORGE W. ELLIOTT

LENGTH OF SERVICE, 53 YEARS 4 MONTHS

George W. Elliott was born at Pittsburgh, Pa., on March 4, 1851. He first entered the service of the Pennsylvania Railroad System on April 1, 1862, at Rochester, Pa., as Water Boy in the Maintenance of Way Department. After three years in that Department he was made Brakeman, running between New Castle, Pa., and Youngstown, Ohio, and between Alliance, Ohio, and Crestline, Ohio, until 1868, at which time he was made Fireman. He was employed in that capacity

until June, 1870. He was transferred to the Grand Rapids and Indiana Railroad in July, 1870, and was appointed to the position of Engineman in February, 1871.

Mr. Elliott was made Round House Foreman at Kalamazoo, Mich., in March, 1872, and remained at that point until April, 1873, when he was again made Engineman. In September, 1905, he was made Solicitor for the Voluntary Relief Department of the Pennsylvania Lines West of Pittsburgh, acting in that capacity until December, 1911.

In November, 1913, he was appointed Solicitor for the Voluntary Relief Department and Employes' Saving Fund of the Pennsylvania Lines. He was placed on the "Roll of Honor" August 1, 1916.

JOHN E. DOHONEY

LENGTH OF SERVICE, 54 YEARS 6 MONTHS

John E. Dohoney, who was placed on the "Roll of Honor" August 1, 1916, was born July 12, 1846, at Cockeysville, Baltimore County, Md., the son of one of the contractors who constructed the Northern Central Railway, which was then known as the Baltimore and Susquehanna Railroad.

In July, 1861, at the age of 15 years, he enlisted in Company G, Second Maryland Regiment, but owing to his youthful age was ordered home. In August of the same year he again left home, going to Perryville, Md., where he went to work



GEORGE W. ELLIOTT



JOHN E. DOHONEY

for the United States Government in the Commissary Department, but later resigned owing to his mother's wishes.

He next entered the Baltimore Shops of the Northern Central Railway, as Apprentice, on January 19, 1862. In June, 1863, Mr. Dohoney was one of the sixty-four men to volunteer under C. M. Lewis, Master of Machinery of the Northern Central Railway at Baltimore, to defend the Baty Powder Mill warehouse, located on the Green Spring Valley Railroad, against a detached band of Confederates who were then operating in that vicinity. They remained on duty protecting this

warehouse until the Confederate soldiers broke camp and started on their march to Gettysburg.

Mr. Dohoney was transferred to Williamsport in 1864, and in 1866 was appointed Machinist. In October, 1867, he was sent to the Elmira, Pa., railroad shops as Machinist, and was appointed Round House Foreman on April 1, 1872, which position he occupied until September, 1907, when he was assigned to special duties in the office of the Superintendent of the Elmira Division, where he remained until he was retired from active duty under the operation of the pension regulations.

Notes About Retired Employees

BENJAMIN F. BRADLEY was born July 7, 1846, in Adams County, Pa. He entered the Railroad service on August 14, 1879, in the Car Shops at Altoona, Pa. At the time of his retirement from active service, upon attaining the age of 70 years, he was Machine Hand at the same shops. On his last day of work he was given an informal reception by a number of his associates. He was presented with a traveling bag, a purse and a silk umbrella for his wife. He was placed on the "Roll of Honor" August 1, 1916.

Mr. Bradley, who is a member of the Grand Army of the Republic, took part in a number of important battles during the Civil War. He enlisted, at the opening of the conflict, at Chambersburg, Pa., with Company H, which was afterward one of the most active volunteer organizations of the Keystone State.

With his company, Mr. Bradley joined the Army of the Potomac, near Cold Harbor, May 31, 1864. The company served as infantry until October 6th, the same year, and began operations about Cold Harbor, June 2d and 12th. It was said later by military authorities that Mr. Bradley's company participated in more engagements during the time it was in the field than many companies did during the entire conflict from 1862 to 1865.

He and his fellows were in the battles of Bethesda Church, the siege of Petersburg, the battle in front of Petersburg, when the colors were shot down four times, and at the explosion of the mine and the battle of the crater. Mr. Bradley has many interesting experiences to tell of the battles of Poplar Springs Church, Hatcher's Run, Malone's Bridge, battle of Five Forks and

the fall of Petersburg, as well as the fight at Sailor's Creek, Farmville and others. Company H was detached at City Point and mounted as cavalry October 6, 1864. The first charge was made at Malone's Bridge, and the Pennsylvania cavalry made the last cavalry charge on the left at Lee's surrender at Appomattox Court House.

Mr. Bradley participated in the expedition toward Danville, April 23d-29th, and was mustered out July 8, 1865, at Lynchburg, Va.

* * * *

CHARLES A. MANN, Chief Clerk in the office of Auditor of Merchandise Traffic, in the General Office, Broad Street Station, was retired from active service and placed on the Railroad "Roll of Honor" August 1, 1916, after 33 years and 9 months of continuous service in the Accounting Department. To signify their esteem for Mr. Mann, his office associates presented him with a purse and a traveling bag on the occasion of his retirement.

* * * *

JAMES BROWN was born at Bellantraugh, Donegal County, Ireland, on August 23, 1846. He came to America and was naturalized in the early 60's.

Mr. Brown was one of the first employees of the Pennsylvania Railroad to work under Andrew Carnegie when the latter was Superintendent of the Pittsburgh Division. He was employed as Laborer, in 1861, with a floating gang near Tipton, Pa. Ten years later he voluntarily left this work and entered the soft iron foundry of the Pennsylvania Railroad, at Altoona, Pa., where he remained until he was placed on the "Roll of Honor," August 1, 1916. His total

length of service with the Railroad Company was 47 years and 11 months

Mr. Brown is a charter member of the Red Men, and is the oldest member of Winnebago Tribe, No. 23.

* * * *

LEONARD ULMER entered the service of the Pennsylvania Railroad in 1880, on the Williamsport Division, and became Assistant Baggage Master in 1887. In 1901 he was placed in charge of the Railroad Company's Post Office, serving the Company's offices in the Park Hotel at Williamsport, Pa.

Mr. Ulmer continued in that capacity until August 1, 1916, when he was retired from active duty and placed on the "Roll of Honor." Mr. Ulmer has a brother who continues in the service of the Pennsylvania Railroad—W. H. Ulmer, of Williamsport, Pa., who is employed as Passenger Engineman.

* * * *

A. P. MAY, Clerk in the General Freight Department, was placed on the "Roll of Honor" August 1, 1916, after 39 years and 8 months of active service with the Pennsylvania Railroad Company.

Three days after his retirement he notified his former associates that should the Company require his services in the event of any emergency he would hold himself ready at all times to respond to a call.

* * * *

FRANK KITCHIN, who was retired from active duty and placed on the "Roll of Honor" July 1, 1916, was recently presented with a purse of

\$50 in gold by a number of his fellow employees. The presentation took place at East Stroudsburg, in the quarters of the railroad men in that town. Mr. Kitchin, at the time of his retirement, was Conductor on the Trenton Division and had been in the service of the Pennsylvania Railroad 43 years and 5 months.

* * * *

GEORGE B. FERRIER, who was placed on the "Roll of Honor" August 1, 1916, was born at Georgetown, Brown County, Ohio, on July 30, 1846.

Mr. Ferrier entered the service of the Pennsylvania Railroad on December 1, 1875. He was employed in various positions in the Passenger Department until August 1, 1895, when he was appointed Chief Clerk to the Assistant General Passenger Agent.

On April 8, 1897, he was made Division Ticket Agent of the West Jersey and Seashore Railroad, and on December 8, 1899, became Division Ticket Agent of the Philadelphia, Baltimore and Washington Railroad. After occupying the latter position for 13 years Mr. Ferrier, in connection with the reorganization of the Passenger Department on March 1, 1913, was appointed Special Agent, and continued to serve the Railroad in that position until his retirement from active service upon reaching the age limit of 70 years specified under the pension rules.

Prior to entering the employ of the Pennsylvania Railroad, Mr. Ferrier was in the service of the Jeffersonville, Madison and Indianapolis Railroad, at Jeffersonville, Ind., and was also at one time associated with the Adams Express Company.

Facts About the "Roll of Honor"

Amount paid since Retirement plan was established on January 1, 1900 . . .	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
	\$9,931,544.51	\$3,177,235.68	\$13,108,780.19
Total number of employes placed on Roll of Honor to August 1, 1916 . . .	7246	2321	9567
Roll of Honor employes who have died	3724	1197	4921
Total number of employes on Roll of Honor August 1, 1916	3522	1124	4646

\$4000 a Day for Pensions—What This Means to the Railroad and Its Men

From the Salt Lake City, Utah, News, July 6, 1916

With the beginning of the year 1900 the pension system for employes went into effect on the various lines constituting the great Pennsylvania Railroad System.

Since that time about 9500 employes have been retired under the pension rules, and of this number about half are still living and enjoying the fruits of their years of faithful service and the Company's generosity.

During the fifteen and one-half years the total expenditure through the pension fund has been almost \$13,000,000.

During the first half of the present year the amount paid out reached in round figures three-quarters of a million dollars. At present pensions are being paid at the rate of more than \$4000 a day.

These are interesting and startling figures.

* * * *

Retirements under the pension rules are increasing in number as the years roll by.

For the six months ending June 30th there were 326. More than 10 per cent. of these have worked for the Company 50 years or more, while nearly half have been in its service for more than 40 years.

* * * *

Such a record is remarkable. It speaks volumes for the success of a system which encourages loyalty and intelligence on the part of the employe and which recognizes these qualities with a proper reward on the part of the management.

It accounts for the almost perfect condition to which the operation of the colossal railway system has been brought, and it furnishes an important argument as to why strikes, walkouts and similar disturbances should meet with small favor so long as there is the least possibility of agreement on points of difference by arbitration or any other peaceful means.

THE MAN AND HIS WORK

Have you ever noticed the characteristic look and bearing of the locomotive engineer? He derives them from the power under his hand. His association with the mystic energy of steam (for it is a mystery to most persons even today) uplifts him, dignifies him, gives him a profound, stimulating joy in his work.

—Garrett P. Serviss, in New York Evening Journal.

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

September 30, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

29

The Railroad Roll of Honor

"I have considered the pension list of the Republic as a roll of honor."

—President Grover Cleveland in a special
message to Congress, July 5, 1888.

Sixty-nine employees of the Companies in the Pennsylvania Railroad System were retired from active duty as of September 1, 1916, under the operation of the pension regulations, and were placed on the "Roll of Honor."

Thirty-four of these employees, almost exactly half of the total number, had been in the service more than 40 years apiece. Three of them—a Blacksmith, a Watchman and an Assistant Foreman—had each worked more than half a century.

The rate at which pensions are now being paid to retired employees of this Railroad System has risen to more than \$1,550,000 annually, and the total amount thus disbursed, since the retirement plan was established on January 1, 1900, has been \$13,238,339.90.

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
JEREMIAH McGLATHERY Altoona, Pa.	BLACKSMITH	ALTOONA CAR SHOP	51	9
JOHN J. A. BOYDEN Holidaysburg, Pa.	WATCHMAN	MIDDLE	51	1
FRANKLIN WELDON 1445 Mayfield Street, Philadelphia, Pa.	ASSISTANT FOREMAN	PHILADELPHIA TERMINAL	50	6
DAVID STEEL 1939 West Chestnut Avenue, Altoona, Pa.	ASSISTANT TRAIN MASTER	PITTSBURGH	49	8
JOHN McDONALD Havre de Grace, Md.	WATCHMAN	MARYLAND	48	2
HUGH HAMILL 85½ Inwood Street, Pittsburgh, Pa.	BRAKEMAN	PITTSBURGH	48	1
JOHN KILKENNY 707 East Twenty-first Street, Baltimore, Md.	STATION CLEANER	BALTIMORE	48	
GEORGE H. WATERS 116 Bryant Street, Rahway, N. J.	CHIEF CLERK	NEW JERSEY	46	9

Name	Occupation	Division	Years	Length of Service	
				Months	
JOHN A. RUST Wyoming, Del.	WATCHMAN	DELAWARE	46	6	
FRANK J. RAEDER Altoona, Pa.	WATCHMAN	ALTOONA CAR SHOP	46	4	
FILLMORE LEE 176 Union Street, Jersey City, N. J.	JANITOR	NEW YORK	46		
EDWARD SNYDER Altoona, Pa.	STOCKMAN	ALTOONA CAR SHOP	45	11	
DAVID V. STONAKER Old Bridge, N. J.	AGENT	TRENTON	45	9	
JOHN F. FAGAN 3823 Fairmount Avenue, Philadelphia, Pa.	ENGINEMAN	PHILADELPHIA TERMINAL	45	7	
SAMUEL O. MALIN 102 East Twentieth Street, Baltimore, Md.	SPECIAL AGENT	BALTIMORE	45	4	
JOHN McCLUNE Derry, Pa.	SWEEPER	PITTSBURGH	44	7	
JOHN J. LEONARD Renovo, Pa.	MACHINIST	RENOVO	44	2	
SAMUEL W. DUNLAP 4229 Westminster Avenue, Philadelphia, Pa.	ASSISTANT YARD MASTER	PHILADELPHIA TERMINAL	44	1	
MARY HARKINS 1120 Fifth Avenue, New Kensington, Pa.	PASSENGER AGENT	CONEMAUGH	43	11	
JACOB MAXWELL 133 Alwine Avenue, Greensburg, Pa.	CAR REPAIRMAN	PITTSBURGH	43	4	
WILLIAM H. WINEGARDEN 31 Fifteenth Street, Lewisburg, Pa.	TRACK FOREMAN	WILLIAMSPORT	43	4	
JACOB McCUE Hightstown, N. J.	BAGGAGE MASTER	TRENTON	42	4	
JOSEPH R. BENNETT 222 First Avenue, Derry, Pa.	CONDUCTOR	PITTSBURGH	42	3	
EDWARD A. WIEDEFELD 534 Cottage Avenue, Baltimore, Md.	PAINTER	BALTIMORE	42	2	
ROBERT DUNHAM 243 Water Street, Northumberland, Pa.	JANITOR	WILLIAMSPORT	41	10	
CHARLES L. BENSON 2131 St. Albans Street, Philadelphia, Pa.	FOREMAN	PHILADELPHIA TERMINAL	41	9	
JOHN F. SHOOP 2239 Barclay Street, Baltimore, Md.	BRAKEMAN	BALTIMORE	41	5	
JOHN D. MARSH 33 Orchard Street, Newark, N. J.	CLERK	NEW YORK	41	3	
SPURGEON M. McLANE Oil City, Pa.	FIREMAN	ALLEGHENY	40	1	
MELVIN C. SMITH 808 Lombard Street, Wilmington, Del.	CARPENTER	MARYLAND	39	11	
WILLIAM P. FOSTER 3505 Windsor Mill Road, Baltimore, Md.	ENGINEMAN	BALTIMORE	39	8	
CHARLES A. FEATHERLY Sodus Point, N. Y.	CARPENTER	ELMIRA	39	5	
LEVI A. HUSTON Harrisburg, Pa.	BRAKEMAN	PHILADELPHIA	39	3	
JOHN BOWMAN 1340 Point View Street, Pittsburgh, Pa.	MESSENGER	PITTSBURGH	38	3	
WILLIAM A. PETERS Altoona, Pa.	TOOLROOM ATTENDANT	ALTOONA CAR SHOP	37	9	
JEREMIAH X. NEWCOMER Altoona, Pa.	CRANE DIRECTOR	ALTOONA MACHINE SHOP	37	8	
WILLIAM HUEY Connellsville, Pa., R. F. D.	FOREMAN	PITTSBURGH	36	3	
WILLIAM H. BRANDT Altoona, Pa.	MACHINE HAND	ALTOONA CAR SHOP	35	6	
RICHARD WELLS 6364 Germantown Avenue, Philadelphia, Pa.	CLERK	GIRARD POINT STORAGE CO.	35	5	
WILLIAM T. STEELY Sunbury, Pa.	ENGINEMAN	SUNBURY	35	5	
JOHN SMITH 74 Sicard Street, New Brunswick, N. J.	HELPER	NEW YORK	35	2	
HENRY S. JOHNSON 1057 Morris Avenue, New York City.	CLERK	NEW YORK	34	6	
PHILIP GEYER 3S11 Haverford Avenue, Philadelphia, Pa.	CAR CLEANER	PHILADELPHIA TERMINAL	34	5	
JAMES E. McADAMS Wormleysburg, Pa.	ASSISTANT SCALE INSPECTOR	GENERAL OFFICE	34	3	
MATTHEW BLACKHEAD 3002 Edmondson Avenue, Baltimore, Md.	TINSMITH	BALTIMORE	34		
RICHARD D. CLOVER Camden, N. J.	GANG LEADER	CAMDEN TERMINAL	33	7	
DAVID FARNSWORTH Shamokin, Pa.	WATCHMAN	SUNBURY	32	9	

Name	Occupation	Division	Years	Length of Service Months
JOSEPH PADGETT	LAMPMAN	PHILADELPHIA TERMINAL	32	4
3726 Fairmount Avenue, Philadelphia, Pa.				
SAMUEL MELOY	SHOP HAND	RENOVO	32	2
Renovo, Pa.				
THOMAS McCANN	LABORER	RENOVO	30	3
Eric, Pa.				
WILLIAM H. HOUCK	PILOT	PHILA. AND CAMDEN FERRY	30	3
Camden, N. J.				
JOHN J. H. EHLBECK	CARPENTER	NEW YORK	29	4
90 Lincoln Street, Jersey City, N. J.				
JANE T. PRICE	CAR CLEANER	PHILADELPHIA TERMINAL	28	9
Philadelphia Hospital, Philadelphia, Pa.				
SETH W. CRAINE	WATCHMAN	MIDDLE	27	7
2215 Ninth Avenue, Altoona, Pa.				
OLIVER C. EARL	TINSMITH	CONEMAUGH	27	1
866 Phineas Street, Pittsburgh, Pa.				
MICHAEL BECK	CARPENTER	NEW YORK	27	
909 John Street, North Bergen, N. J.				
MARY McKEEVER	CAR CLEANER	PHILADELPHIA TERMINAL	26	4
2341 St. Albans Street, Philadelphia, Pa.				
GEORGE W. RICHARDS	TENDER REPAIRMAN	ALTOONA MACHINE SHOP	24	1
Altoona, Pa.				
WILLIAM LARMER	LABORER	BUFFALO	22	11
198 Maurice Street, Buffalo, N. Y.				

Name	Occupation	Division	Years	Length of Service Months
THEODORE L. VOELKER	MACHINIST	ST. LOUIS	46	3
2227 Third Avenue, Terre Haute, Ind.				
JOHN F. WOOD	PASSENGER ENGINEMAN	ST. LOUIS	46	3
634 North Ninth Street, Terre Haute, Ind.				
*PATRICK H. DAILEY	PASSENGER ENGINEMAN	ST. LOUIS	46	
40 South Thirteenth Street, Terre Haute, Ind.				
FLORENCE CONDON	CROSSING WATCHMAN	ERIE AND ASHTABULA	43	3
1052 West Fourth Street, Erie, Pa.				
*ELI MYERS	BAGGAGEMAN	EASTERN	42	3
62 Charles Street, Pittsburgh, Pa.				
JEREMIAH WILL	CLERK	EASTERN	39	10
337 Second Avenue, Mansfield, Ohio.				
JOHN A. MOSS	TRUCK REPAIRMAN	NORTHERN	35	7
750 Watkins Street, S. W., Grand Rapids, Mich.				
SAMUEL MILLHOUSE	CARPENTER	WESTERN	30	11
2321 Weisser Park Avenue, Fort Wayne, Ind.				
ALPHONSO T. PECK	PASSENGER CONDUCTOR	NORTHERN	27	2
814 Washington Street, Traverse City, Mich.				
JOHN H. MILLER	TOOL ROOM ATTENDANT	LOGANSPORT	23	7
930 State Street, Logansport, Ind.				

*Retired, effective August 1, 1916.

Amount paid since Retirement plan was established on January 1, 1900 . . .	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
	\$10,030,771.27	\$3,207,568.63	\$13,238,339.90
Total number of employees placed on Roll of Honor to September 1, 1916 . . .	7305	2331	9636
Roll of Honor employees who have died	3747	1208	4955
Total number of employees on Roll of Honor September 1, 1916	3558	1123	4681

Men Now Retiring Who Have Served the Pennsylvania Railroad More Than Half a Century



JEREMIAH MCGLATHERY

LENGTH OF SERVICE, 51 YEARS 9 MONTHS

Jeremiah McGlathery, Blacksmith in the Altoona, Pa., Car Shops, was placed on the "Roll of Honor" September 1, 1916. He began his career in the early days of the Altoona Shops and has witnessed practically every step in their subsequent development. Mr. McGlathery has furnished the following interesting sketch of his life:

"I was born August 7, 1846, in a log house on the farm of my grandfather, Samuel McGlathery, located along Kettle Street, Altoona, more recently known as the German Place. When I was but a small boy my grandfather gave my father, Samuel McGlathery, Jr., a farm, and our family accordingly moved to this farm, located near the culverts west of the city. It was there that my boyhood days were spent.

"We were there when the Pennsylvania Railroad extended its line over the mountain, and I remember very distinctly standing in the meadow, not far from my father's house, and watching the first engine as it started up the hill on its initial trip. This was regarded as a wonderful achieve-

ment at that time, and yet how meager and unsightly it was compared with the present magnificent equipment!

"While a boy I made repeated trips across what is now the eastern end of Altoona as I went with my father from his farm to the farm of my uncle, Allen McGlathery, located on the southeast slope of what is still known as McGlathery's Hill. The eastern part of Altoona at that time was known as Stump Town and was composed mostly of swamp and stumps. We usually crossed the railroad at Fourth Street, and I remember the desolate swamp which occupied the place where the Car Shops now stand.

"When I was about fifteen years of age my father moved into Altoona and embarked in the meat business. I assisted him for some time, but before long he decided to obtain employment for me with the Pennsylvania Railroad, and accordingly on September 13, 1863, I was put to work in the No. 1 Round House, near Twelfth Street, under Foreman W. B. Gott, as a night hand. Shortly after this I was transferred to a daylight shift in the Round House, but did not work long there until I was transferred to the Car Shop Blacksmith Department, at Twelfth Street, under Colonel Jacob Szink, as Blacksmith Helper. I worked in the frame building, which was separate from the main brick shop and contained only twenty-one fires.

"I worked in this department until the new Car Shops were built at Fourth Street, and I was among the first lot of men to be taken down to them. After the new shop had been in operation a while it became too crowded to handle the work, and the Foreman resorted to having a few fires with two blacksmiths at each fire, one at either side, but this did not work well, so a Department was fitted up for blacksmithing with ten fires in it, and I got permission to go up there and start to learn my trade. Mr. Alexander Eberle had charge of the shop. After a few years the rush was over for a while and the supplementary department was discontinued, so I was moved back to the main shop again, under Foreman H. C. Szink.

"After the retirement of Mr. Szink, Mr. Eberle had charge of the shop for a short period and was succeeded by Mr. H. A. Folk, under whom I

worked until his retirement, when Mr. G. M. Steward took charge of the shop. He is the only one of the Foremen still living out of all under whom I have worked.

"Throughout my entire service I have always endeavored to do my whole duty by my employers, and always tried to do a good day's work."

Mr. McGlathery ended his long career with a clean record.

JOHN J. A. BOYDEN

LENGTH OF SERVICE, 51 YEARS 1 MONTH

John J. A. Boyden was born at Reading, Pa., on August 12, 1846. He first entered the service in the fall of 1863 as Apprentice in the Pattern Shop of the Pennsylvania Railroad at Altoona, Pa. In the following spring he became Brakeman on the Middle Division fast freight, later working in the Altoona Yard in the same capacity.

In July, 1864, Mr. Boyden enlisted in the army for 100 days' service, returning in November, 1864, to the Altoona Yard as Brakeman. In 1865 he went into the service of the Philadelphia and Erie, but returned in about five months to his former position at Altoona, remaining two years. In 1867 he went back to the Pattern Shop for about one year, following which, he served two months on the Warren and Franklin Railroad, and afterward returned to the Altoona Yard as Brakeman.



JOHN J. A. BOYDEN

With the exception of two short intervals in 1887 and 1888, Mr. Boyden continued his service as Brakeman and Assistant Conductor in the Altoona Yard until 1906, when he was made Crossing Watchman at Hollidaysburg, Pa., where he remained until he was placed on the "Roll of Honor," September 1, 1916.

Mr. Boyden often speaks interestingly of the changes and progress made in railroading from the early days of his service. He recalls that when he first went to work in the Altoona Yard, only two shifting crews were required to do all the work.

FRANKLIN WELDON

LENGTH OF SERVICE, 50 YEARS 6 MONTHS

Franklin Weldon was born in Philadelphia on August 13, 1846, and was educated in the public schools. After leaving school, and before entering the service of the Pennsylvania Railroad, he had considerable experience in iron and brass moulding, core making and sheet iron work.

He entered the service of the Pennsylvania Railroad in the old West Philadelphia Shops, near Spring Garden Street, on February 15, 1866, under Louis C. Brastow, Master Mechanic, as Sheet Iron Worker's Helper. On the opening of the present West Philadelphia Shops, in April, 1866, he was transferred there.



FRANKLIN WELDON

On February 1, 1867, Mr. Weldon was made Sheet Iron Worker, and on March 1, 1896, he was appointed Assistant Foreman of the Boiler Shop. He also did all the clerical work for a number of years.

At the time of the organization of the Pennsylvania Railroad Relief Department Mr. Weldon was one of the representatives of the men in District No. 1 who conferred with the officials of the Company in framing the Regulations of the

Relief Department, so as to make them most satisfactory and beneficial to the employees.

Mr. Weldon remained in the position of Assistant Foreman until he was placed on the "Roll of Honor," September 1, 1916. He has been a member of the Methodist Episcopal Church since March, 1876, and was very active for about thirty years in religious work as a member of the board of trustees, a teacher and superintendent of Sunday school.

Notes About Retired Employees



JOHN KILKENNY

John Kilkenney spent his entire working life of 48 years in the service of this Railroad System. He commenced his employment as a Track Laborer at Cockeysville, Md., in 1868, and was appointed Assistant Track Foreman in 1873.

Eleven years later Mr. Kilkenney became Track Foreman and continued to serve the Railroad in that capacity until 1901, when he was assigned to the duty of looking after, and keeping in order, the station lawns between Melvale, Md., and Mt. Washington, Md., on the Baltimore Division.

He was retired from active duty and placed on the Railroad's "Roll of Honor" on September 1, 1916.

* * * *

WILLIAM A. PETERS was born at Hagerstown, Md., on July 28, 1851. He entered the railroad service at Altoona, Pa., in the Planing Mill Department of the Car Shops, having learned his trade in Baltimore. Later he was transferred to the Glue Room. Mr. Peters was placed on the "Roll of Honor" September 1, 1916, after 37 years and 9 months of service. At the time of his retirement he was Tool Room Attendant in the Altoona Car Shops.

* * * *

GEORGE W. RICHARDS, who was retired from active duty on September 1, 1916, was born August 17, 1846, on a farm which is now the site of one of the best residential sections of Atlanta, Ga. He came to Altoona, Pa., in 1890, and entered the Freight Car Shop. On December 2, 1912, he was made Tender Repairman and continued in that position until he was placed on the "Roll of Honor." His total length of service was 24 years and 2 months.

On his last day of work Mr. Richards was presented with a purse of gold by Assistant Foreman John McCarahan, on behalf of his associates in the shop.

* * * *

SETH W. CRAINE, who became a "Roll of Honor" man on September 1, 1916, guarded the Margaret Avenue crossing in Altoona, Pa., for 14 years, during which time not a single serious accident occurred.

Mr. Craine was born August 15, 1846, and at the age of 16 went to work in a Pennsylvania logging camp as Mill Hand. In 1875 he began

making ties for the Pennsylvania Railroad at Kittanning Point, Pa. Later he was employed as Trackman on the construction of the second track of the main line. For two years he was Watchman at Kittanning Point, and was later Track Foreman at Beamer, Pa. He also assisted in laying switches from Altoona, Pa., to Conemaugh, Pa. In 1891 he came to Altoona as Yard Trackman, and was promoted to Assistant Foreman and then to Foreman. He became Watchman in 1902.

* * * *

JOSEPH F. JAMES, who for many years had been Billing Clerk in the Freight Office at Seaford, Del., was placed on the "Roll of Honor" August 1, 1916, after having completed 41 years and 2 months of active service. On his last day of duty Mr. James received the following letter from the Superintendent of the Delaware Division:

Dear Sir—On this date, you having reached the age of seventy years, according to the rules of the Pennsylvania Railroad Company, you will be pensioned as of August 1st, having been more than forty years in the service of the Delaware Railroad.

We find in looking over your record that during this time there have been no disciplinary marks against your record. This is an enviable record to make.

I desire as Superintendent of the Delaware Division, and as representative of the Pennsylvania Railroad Company, to congratulate you and wish you many years of health to enjoy your well-earned rest.

Yours truly,

E. B. JOHN,
Superintendent.

Mr. James went to work for the Delaware Railroad on May 25, 1875, at Seaford. For several



JOSEPH F. JAMES

years he acted as General Assistant to the Agent at that point and was then transferred to the Freight Office as Billing Clerk. He continued in that position until his retirement upon reaching the age limit of 70 years prescribed under the pension regulations.

On his last birthday Mr. James was presented with a gold watch by his associates in the Freight Office, as a token of their esteem and to commemorate his long and faithful service. He remains an active man. In April of this year he was appointed to the office of Water Commissioner of Seaford.

JUDGE GARY'S ADVICE TO EMPLOYERS AND EMPLOYEES

"To employers of labor I would say: 'Treat your men right, treat them justly and liberally.'

"To employes I would say: 'Loyal, efficient service is sure to be rewarded.'

"To both employer and employe I would emphasize the fact that each must rely upon the other for success; neither is independent of the other; they succeed or fall together."

—From a talk by Judge Elbert H. Gary to newspaper men, July 3, 1916.

In Memoriam, August, 1916

LINES EAST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
THOMPSON ROBERTS	PHILADELPHIA TERMINAL	88	3	36	2	16	7
MICHAEL KANE	TRENTON	87	3	37		16	7
WILLIAM M. CAIN	PHILADELPHIA	86	7	16	8	16	7
BLAIN MCCORMICK	MIDDLE	85	8	45	5	15	7
MARTIN L. SMITH	DELAWARE	80	3	35	11	10	3
SAMUEL ANDERSON	GENERAL OFFICE	80	3	34	8	10	3
GEORGE KALB	WILLIAMSPORT	79	6	36	2	9	5
ALEXANDER MOONEY	PHILADELPHIA TERMINAL	76	1	36	2	8	
JOHN MCCARTHY, SR.	TRENTON	76		38	5	10	6
SAMUEL H. STOUT	GENERAL OFFICE	75	6	21	10	5	6
JOHN A. KAUFFMAN	MIDDLE	74	6	48	8	4	5
JAMES NOLAN	PHILADELPHIA TERMINAL	74	5	49	10	4	5
WILLIAM JONES	NEW YORK	74		38	8	3	11
WILLIAM H. HARDMAN	ALTOONA MACHINE SHOP	73	9	44	1	5	
ELI B. RUTH	PHILADELPHIA	73		51	1	2	11
EDWARD CARMODY	ELMIRA	71	2	25	6	1	1
CHARLES YENSCH	ALTOONA MACHINE SHOP	71	1	30		4	8
JAMES PINCIN	ALTOONA MACHINE SHOP	70	5	24	11		4
MORRIS STACK	NEW YORK	69	4	42	9	1	3
EDWARD H. EYRE	PHILADELPHIA TERMINAL	68	11	36	6	3	5
JOHN G. MULLAN	PITTSBURGH	68	9	39	4	3	9
PATRICK CONSIDINE	RENOVO	67	4	35	10		1
ROBERT J. HASTINGS	GENERAL OFFICE	67	2	44	9	1	

LINES WEST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
THOMAS FLAHERTY	PITTSBURGH	86		15	4	15	3
ROBERT JONES	WESTERN	83	11	30	3	13	11
JACOB ALMONDINGER	CLEVELAND AND PITTSBURGH	81	4	44		14	7
MICHAEL P. LINGAN	PITTSBURGH	78	8	39		8	8
JOHN METCALF	WESTERN	78	2	40	3	8	1
JOHN SCHILLING	NORTHERN	74	4	16	4	4	3
CHARLES H. MARTIN	INDIANAPOLIS TERMINAL	73	8	26	6	3	7

The proud record of the Pennsylvania Railroad was made by men who labored as responsible agents and not in the perfunctory spirit of hirelings. —Philadelphia Public Ledger, August 23, 1916.

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

October 31, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

30

The Railroad Roll of Honor

"I have considered the pension list of the Republic as a roll of honor."

—President Grover Cleveland in a special
message to Congress, July 5, 1888.

It is the policy of the Pennsylvania Railroad System to make employment in its service, as far as possible, permanent for the period of each man's working life. Some results of this policy are shown in the list of employes whose retirement from active duty, under the pension rules, became effective October 1, 1916.

Eight of the 64 men whose names were added to the "Roll of Honor," on that date, had served this Railroad System more than a half-century each. One held the extraordinary record of 58 years and three months of active duty, and another was approaching his fifty-seventh year of work when he retired. Thirty-seven of them had been employed by the Railroad more than 40 years apiece.

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
CLARK PIDCOCK Somerset, N. J.	STATIONARY ENGINEER	TRENTON	58	3
CHARLES MITCHELL Trenton, N. J.	LOCK KEEPER	TRENTON	56	7
JAMES F. CASPERSON Wilmington, Del.	AGENT	MARYLAND	53	8
BENJAMIN F. COLLIER 757 North Sixty-fourth Street, Philadelphia, Pa.	CLERK	PHILADELPHIA TERMINAL	52	5
DAVID R. WHITE 737 North Forty-second Street, Philadelphia, Pa.	BAGGAGE MASTER	PHILADELPHIA	51	3
LOUIS M. SILANCE 864 North Forty-first Street, Philadelphia, Pa.	CONDUCTOR	NEW YORK	50	8
JOHN M. McJUNKIN Blairsville, Pa.	YARD MASTER	CONEMAUCH	49	4
GEORGE W. FISHER Harrisburg, Pa.	YARD MASTER	PHILADELPHIA	48	9

Name	Occupation	Division	Years	Length of Service	
				Months.	
REUBEN F. KROHN Sunbury, Pa.	ENGINEMAN	SUNBURY	48	1	
WILLIAM H. FILLING Harrisburg, Pa.	ENGINEMAN	MIDDLE	47	6	
CHARLES H. SLOANE 6217 Washington Avenue, West Philadelphia, Pa.	CONDUCTOR	PHILADELPHIA	46	1	
WINFIELD S. MOORE Columbia, Pa.	CONDUCTOR	PHILADELPHIA	45	10	
SAMUEL MARSHALL Altoona, Pa.	CAR REPAIRMAN	ALTOONA CAR SHOP	44	9	
JOHN M. GRIFFIN Kane, Pa.	CONDUCTOR	RENOVO	44	8	
WADE H. WIGTON Harrisburg, Pa.	CLERK	PHILADELPHIA	44	7	
PETER EGAN 204 Brunswick Avenue, Rahway, N. J.	FOREMAN	NEW YORK	44	6	
GEORGE H. MORRISON 32 Van Ripen Avenue, Jersey City, N. J.	GANG LEADER	NEW YORK	44	3	
CLARENCE G. HAWTHORNE 335 Arch Street, Sunbury, Pa.	CONDUCTOR	WILLIAMSPORT	44	3	
WILLIAM B. ARNOLD Nanticoke, Pa.	FOREMAN	SUNBURY	44	1	
JOHN M. FLORA Columbia, Pa.	FLAGMAN	PHILADELPHIA	43	11	
STEWART SAYLOR Huntingdon, Pa.	ENGINEMAN	MIDDLE	43	9	
WILLIAM B. CARR 107 Hoffman Avenue, Oil City, Pa.	ENGINEMAN	ALLEGHENY	43	8	
BENJAMIN D. OLER 728 North Forty-first Street, Philadelphia, Pa.	BRAKEMAN	NEW YORK	43	5	
JAMES P. DEVLIN 231 North Jackson Street, Wilmington, Del.	CARPENTER	MARYLAND	43	5	
DAVID R. DEMAREE Altoona, Pa.	PAINTER	ALTOONA CAR SHOP	43	5	
JEREMIAH B. KEPPELRY Martinsburg, Pa.	MOLDER	ALTOONA MACHINE SHOP	43	5	
WILLIAM P. MCCLELLAND Elmira, N. Y.	FOREMAN OF MASONS	ELMIRA	43	1	
STREATOR L. NEWMYER 606 Spring Street, Latrobe, Pa.	YARD MASTER	PITTSBURGH	42	10	
JOHN H. KANE 946 North Union Street, Olean, N. Y.	ENGINEMAN	BUFFALO	42	6	
WILLIAM H. MORRIS Wilmington, Del.	CONDUCTOR	MARYLAND	40	8	
MOSES D. LABAR 69 Osborne Terrace, Newark, N. J.	FOREMAN	NEW YORK	40	7	
CHARLES W. MERRELL 1318 Foulkrod Street, Philadelphia, Pa.	CLERK	GENERAL OFFICE	40	1	
RALPH H. GREENWOOD Harrisburg, Pa.	ENGINEMAN	MIDDLE	39	10	
SAMUEL R. EARDLEY 1022 First Avenue, Altoona, Pa.	MOLDER	SOUTH ALTOONA FOUNDRY	39	5	
JOHN HAYDEN 480 Lincoln Avenue, Collingswood, N. J.	WATCHMAN	PHILADELPHIA TERMINAL	38	2	
FRANCIS T. COX 1112 Cammon Street, Alexandria, Va.	CARPENTER	BALTIMORE	36	1	
JOSEPH SCHRAF 1417 Third Avenue, Altoona, Pa.	LABORER	SOUTH ALTOONA FOUNDRY	36		
JOHN C. BAKER 47 Elm Street, Rahway, N. J.	BRAKEMAN	NEW YORK	34	7	
LEWIS H. ELBERSON 941 North Forty-eighth Street, Philadelphia, Pa.	MACHINE HAND	PHILADELPHIA TERMINAL	33	9	
ROBERT M. SIMPSON 216 Penn Street, Verona, Pa.	CARPENTER	CONEMAUGH	33	5	
WILLIAM REICH 301 Packer Street, Sunbury, Pa.	WATCHMAN	WILLIAMSPORT	32	9	
WILLIAM W. CASSEL Mount Joy, Pa.	FREIGHT AGENT	PHILADELPHIA	32	6	
GEORGE MANGON Weston, Luzerne County, Pa.	LABORER	SUNBURY	32	4	
THEODORE B. WILSON 105 Clinton Street, Lambertville, N. J.	CARPENTER	TRENTON	31	10	
JACOB COLLO 5514 Oxford Street, Philadelphia, Pa.	CAR OILER	PHILADELPHIA TERMINAL	30	11	
JOHN L. FOX 3105 Breardon Avenue, Pittsburgh, Pa.	OILER	PITTSBURGH	30	5	
HENRY F. GARMAN 501 North Fourth Street, Sunbury, Pa.	STORE ATTENDANT	WILLIAMSPORT	29	7	

Name	Occupation	Division	Years	Length of Service	
				Months	
WILLIAM B. COLE	BLACKSMITH	BALTIMORE	26	7	
3112 Greenmount Avenue, Baltimore, Md.					
ALEXANDER KOTHE	TALLYMAN	BALTIMORE	26	2	
1118 Barclay Street, Baltimore, Md.					
JAMES TAYLOR, JR.	SWEEPER	PHILADELPHIA TERMINAL	26		
631 North Thirty-seventh Street, Philadelphia, Pa.					
JAMES COFFEY	WATCHMAN	PHILADELPHIA TERMINAL	25	3	
1018 South Chadwick Street, Philadelphia, Pa.					
JOSEPH D. PARKER	CLERK	PHILADELPHIA TERMINAL	23	7	
44 Franklin Street, Richmond, N. J.					
GEORGE DORN	STORE ATTENDANT	PITTSBURGH	22	10	
4605 Torley Street, Pittsburgh.					

LINES WEST OF PITTSBURGH

Name	Occupation	Division	Years	Length of Service	
				Months	
CLINTON H. WALTON	GENERAL AGENT	WESTERN	52	1	
Hinsdale, Ill.					
JOSEPH M. DAUGHERTY	TRIAL ENGINEER	PITTSBURGH	50	1	
249 East Fourth Street, Uhrichsville, Ohio.					
GEORGE LAYNG MCCOY	CLERK	GENERAL OFFICE	46	7	
5514 Baum Boulevard, Pittsburgh, Pa.					
ISIDORE P. KIKLEY	PASSENGER CONDUCTOR	WESTERN	43	11	
921 Thieme Drive, Fort Wayne, Ind.					
ALBURTIS HEDDING	ASSISTANT ROAD FOREMAN OF ENGINES	ST. LOUIS	41	10	
1414 Chestnut Street, Terre Haute, Ind.					
*LORENZ YESKE	PASSENGER CAR BUILDER	EASTERN	39	8	
1534 Hatteras Street, N. S., Pittsburgh, Pa.					
GEORGE W. CHURCH	STATIONARY ENGINEER	INDIANAPOLIS TERMINAL	35	2	
213 North Keystone Avenue, Indianapolis, Ind.					
WILLIAM KNAPP	CARDING CLERK	CHICAGO TERMINAL	35	1	
6048 Washtenaw Avenue, Chicago, Ill.					
JOHN A. WHITE	FOREMAN	CINCINNATI	34	4	
129 Chestnut Street, Xenia, Ohio.					
*ADAM COLLIS	MACHINIST	WESTERN	34		
2052 Lafayette Street, Fort Wayne, Ind.					
*JACOB JOHNSON	HAMMER OPERATOR	NORTHERN	31	5	
1967 Godfrey Avenue, S. W., Grand Rapids, Mich.					
AUSTIN LEONARD	LABORER	NORTHERN	29	8	
832 Caulfield Avenue, S. W., Grand Rapids, Mich.					
CHARLES ENZ	TOOL ROOM ATTENDANT	INDIANAPOLIS	29	8	
600 Reynolds Avenue, Columbus, Ohio.					
PHILIPP SELZER	LABORER	PITTSBURGH	26	9	
704 Wallace Street, Uhrichsville, Ohio.					
*PASQUALE SORIERO	LABORER	CLEVELAND & PITTSBURGH	24		
431 South Sycamore Street, Ravenna, Ohio.					

*Retired, effective September 1, 1916.

Facts About the "Roll of Honor"

Amount paid since Retirement plan was established on January 1, 1900 . . .	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
\$10,131,347.89	\$3,238,054.68	\$13,369,402.57	
Total number of employees placed on Roll of Honor to October 1, 1916 . . .	7359	2346	9705
Roll of Honor employees who have died	3769	1225	4994
Total number of employees on Roll of Honor October 1, 1916	3590	1121	4711

Men Now Retiring Who Have Served the Pennsylvania Railroad More Than Half a Century



JOSEPH M. DAUGHERTY
LENGTH OF SERVICE, 50 YEARS 1 MONTH

Joseph M. Daugherty, who was placed on the "Roll of Honor" October 1, 1916, for the last 20 years of his long service held the position of "Engine Tamer" in the "Panhandle" Shops at Dennison, Ohio. On the payroll he was officially carried with the title of Trial Engineer. His duties were to break in, limber up and get into thoroughly good running order new or rebuilt locomotives before they were sent out on the road.

Mr. Daugherty began his work more than a half-century ago, in what he calls the "iron age" of railroading—the rails were of wrought iron, locomotive tires and frames were iron, and the iron plates in the boilers were built for pressures of about 120 pounds. He quit in the "steel age," when the rails, the tires, the wheels, the engines and even the cars are steel, and boilers of steel plate hold the steam at 225 pounds pressure and drive locomotives weighing 150 tons instead of 25 tons, which were the largest when Mr. Daugherty made his beginning.

Mr. Daugherty was born December 1, 1849, in Ohio County, Va. (now West Virginia). While still very young he moved with his family to Jefferson County, Ohio, where he spent his boyhood doing farm work in the summer and going to school in the winter. In 1866, shortly after the "Panhandle" Railroad was opened, he obtained a position as Apprentice in the newly established shops at Dennison, Ohio. He still has in his possession a letter certifying to the completion of his apprenticeship as Machinist, on November 1, 1869, signed by Master Mechanic T. Denmead.

In his early days at the Dennison Shops, Mr. Daugherty turned the first steel crank pins used there in engine driving wheels.

After a number of years work as Machinist he was promoted to Night Engine House Foreman, and after that he fired on the road for a time and was Engine Inspector for six years before he was made Trial Engineer. He was appointed to the latter position by Road Foreman of Engines P. Walsh.

At 12 o'clock noon on his last day of service Mr. Daugherty had just finished the work of "taming" one engine and was changing his oil cans to another, when his Engine House Foreman tapped him on the shoulder and reminded him that his labors were over.

A few days after his retirement Mr. Daugherty was called to the Round House, where he was presented with a gold watch and chain and Masonic charm, the gifts of his old associates. He made the following statement for the benefit of younger men:

"I would say to all, be loyal to the Company, for it employs the best men in the country to manage the property and to take care of the men; it has paved the way for us in our old age. When the men are working for the best interests of the Company, they are working for the best interests of themselves.

"If the National Government and the State Governments were handled on as good a basis, year in and year out, as the Pennsylvania Railroad Company is handled, it would be better for the people of the United States."

CLARK PIDCOCK

LENGTH OF SERVICE, 58 YEARS 3 MONTHS

Clark Pidcock started to work in the employ of the Railroad before he was ten years of age. He was born at Lambertville, N. J., September 21, 1848, and first entered the Railroad service as Waterboy on the old Belvidere Division. After a number of years in this capacity he was given a position of sawing wood for locomotives, which was the only form of fuel used at that time.

Mr. Pidcock was transferred to the Lambertville Shops as Watchman in the fall of 1868, and in March, 1872, he was made Tank Engineer and placed in charge of the water station at Somerset, where he remained until he was placed on the "Roll of Honor." He points with great pride to the fact that in all the years he had charge of the water station at that point the tank has never been without water except when repairs were being made.

On October 27, 1883, Mr. Pidcock was officially commended by the Railroad Company and presented with a watch in recognition of his bravery in swimming the Canal while it was swollen by the heavy rains of a great storm, and warning an approaching train of the danger from the undermined banks. The now yellow and faded letter of commendation, which Mr. Pidcock prizes highly, bears the signature of

J. A. Anderson, Superintendent, and closes with these words:

"Your praiseworthy efforts at the time referred to were highly appreciated by myself and by the General Superintendent, to whom they were reported."

JAMES F. CASPERSON

LENGTH OF SERVICE, 53 YEARS 8 MONTHS

James F. Casperson—"Colonel Casperson," as everybody addresses him—reached the age of seventy years on September 16th, and his name was placed on the Company's "Roll of Honor" on October 1, 1916. He was born in Salem County, New Jersey, and on February 1, 1863, he entered the service of the old Philadelphia, Wilmington and Baltimore Railroad as Clerk.

Colonel Casperson was promoted to the position of Freight Agent at Wilmington on August 1, 1875, where he remained until March 31, 1912, when he was transferred to the Agency of the Wilmington Freight Transfer. On July 1, 1916, he was assigned to special duties in connection with the commercial development of Wilmington, which was always the uppermost thought in his business life.

Mr. Casperson received the title of Colonel in 1876, when he was appointed Aide on the staff of Governor John P. Cochran, of Delaware.

General Manager S. C. Long, in a personal



CLARK PIDCOCK



JAMES F. CASPERSON

letter to him on the occasion of his retirement from active service, said:

"I have papers before me for consideration by the Board of Officers this afternoon, in which I notice that you are now seventy years young and are just in shape to begin to enjoy yourself without receiving orders from anybody excepting Colonel Casperson.

"I want to congratulate you upon your long, worthy and meritorious railroad career.

"I trust you may enjoy many years of contentment and happiness."

DAVID R. WHITE

LENGTH OF SERVICE, 51 YEARS 3 MONTHS

David R. White, who was placed on the "Roll of Honor" October 1, 1916, made for himself an honorable record in the Civil War before he became a railroad man. From 1861 to 1864 he served in Company A of the One Hundred and Second Pennsylvania Volunteers, which was part of the First Brigade, Second Division, of the Sixth Army Corps. He fought in the battle of Gettysburg and was wounded in the battle of the Wilderness.

Mr. White was born at Pittsburgh on September 23, 1846, and entered the service of the Pennsylvania Railroad on June 21, 1865, as Freight Brakeman on the Pittsburgh Division, under Superintendent Robert Pitcairn. He was assigned to the Passenger Service in January, 1866, and since that time acted as Brakeman and



DAVID R. WHITE

Baggageman, until his period of active duty ended.

Throughout his very long service with the Railroad Mr. White maintained a clean record.

BENJAMIN F. COLLIER

LENGTH OF SERVICE, 52 YEARS 5 MONTHS

Benjamin F. Collier, who was retired from active service on October 1, 1916, had spent his entire service of more than half a century on the Philadelphia Terminal Division. His first service with the Railroad was in the West Philadelphia Shops, where he was Laborer from May 1, 1864, until August 31, 1869, when he was promoted to Machine Hand.

Mr. Collier was appointed Foreman of the Wood Hill, West Philadelphia, Shops, on May 1, 1877, where he worked for seven years. On August 1, 1884, he was promoted to Foreman of the Lumber Yard.

Mr. Collier returned to the Machine Shop at the Park Shops in West Philadelphia on September 1, 1888, where he remained for two years. He was then appointed Clerk in the office of the Foreman of the Park Shops on November 1, 1890, which position he held until the time he was placed on the "Roll of Honor" under the operation of the pension regulations.

CLINTON H. WALTON

LENGTH OF SERVICE, 52 YEARS 1 MONTH

Clinton H. Walton was born June 30, 1851, at Summit Hill, Pa., and entered the railroad service in August 1864, as Telegraph Messenger on the Western Division of the Pittsburgh, Fort Wayne and Chicago Railway, at Warsaw, Ind. From 1865 to 1870 he was Telegraph Operator on the Western Division, and in the latter year he was advanced to Train Dispatcher. In 1879 Mr. Walton was appointed Train Master and served in that position until 1890, when he was promoted to Superintendent of the Cincinnati and Muskingum Valley Railroad, which later became the Zanesville Division of the Pennsylvania Lines West of Pittsburgh.

In 1893 Mr. Walton was appointed Superintendent of the Chicago Division of the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad (now the Logansport Division), and continued in that position until August 1, 1899, when, upon the creation of the Chicago Terminal Division, he was made Superintendent of that Division. In 1901 he was appointed General Agent of the Pennsylvania Lines at Fort Wayne, Ind., and remained in that position until he was placed on the "Roll of Honor," October 1, 1916.



CHARLES MITCHELL

LENGTH OF SERVICE, 56 YEARS 7 MONTHS

Charles Mitchell was fifteen years of age when he started to work for the Delaware and Raritan Canal Company as Assistant Lock Tender at Trenton, N. J. At that time four men were employed at each lock, working in shifts of two men each, and navigation was so great that they were locking boats up or down continuously until relieved.

Mr. Mitchell entered the service on March 1, 1860. He was promoted to Lock Keeper on July 15, 1889, and remained in that position until he was retired from active duty and placed on the "Roll of Honor," October 1, 1916. He has lived in one of the Company's houses at Lock No. 3, Trenton, since he was seven years old. He is an ardent sportsman and a crack shot. His skill with the gun has won him many trophies.

LOUIS M. SILANCE

LENGTH OF SERVICE, 50 YEARS 8 MONTHS

Louis M. Silance, one of the best known Conductors on the Pennsylvania Railroad, and for many years in charge of the 8 o'clock morning express from Philadelphia to New York, was retired from active duty on October 1, 1916, and placed on the "Roll of Honor." He received congratulatory messages from Vice-President W. W. Atterbury, General Manager S. C. Long and from a number of his regular passengers, some of whom had been riding with him for 40 years.

Mr. Silance was born at Haddonfield, N. J., September 30, 1846. Removing with his parents to Camden, N. J., he attended public school there until he was 15, when he went to work first in a Philadelphia commission house and later with his father. After the outbreak of the Civil War he made three attempts to enlist. He was twice rejected on account of having lost the first joint of his trigger finger. The third time he bandaged the finger, and the examining physician, thinking it merely cut, accepted him. Becoming a member of Company H, Fourth New Jersey Infantry, he served until the end of the war. He fought in the battles of Weldon Railroad, Petersburg, Farnville, and Berksville Junction, and witnessed the surrender of General Lee at Appomattox.

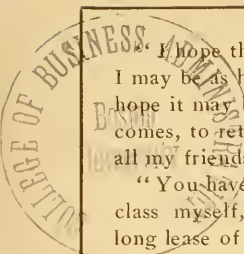
Mr. Silance, at the close of the war, entered the service of the Pennsylvania Railroad as Freight Handler. On October 16, 1867, he was transferred to Freight Brakeman, and in 1869 he was promoted to Freight Conductor on the New York Division. He was advanced to Passenger Conductor June 3, 1872, which position he held until he was placed on the "Roll of Honor."

General Manager Long, in congratulating Mr. Silance on the completion of his extended and honorable service, said:

"I was rather surprised the other day when you told me that the time for you to retire had nearly arrived. I have seen you so frequently within the last five years on my morning trips to New York that I did not, and do not now, realize that you are seventy years of age.



LOUIS M. SILANCE



"I hope that when I reach your present age I may be as healthy and vigorous as you. I also hope it may be my good fortune, when that time comes, to retire as you do with the good will of all my friends."

"You have a host of friends, among whom I class myself, who hope that you may enjoy a long lease of well-earned rest, with contentment and good health."

Mr. Silance is a member of Cortland Saunders

Post, No. 21, G. A. R., of Pennsylvania. He was Commander in 1893, and at the expiration of his term of office he was presented with a gold regulation badge for meritorious service. He is also a member of the Order of Red Men, the Independent Order of Americans, and the P.R.R. Branch of the Y. M. C. A.

Mr. Silance estimates that he has traveled over 3,000,000 miles, and has handled 7,500,000 passengers.

In Memoriam, September, 1916

LINES EAST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
JAMES H. POST	ELMIRA	85	9	47		15	8
JOHN H. HENRY	WILLIAMSPORT	84	11	39	3	16	5
THOMAS W. PORTER	NEW YORK	81	8	47	9	11	7
PETER JOHNSON	TRENTON	79	6	22	9	9	5
JACOB STUCKY	NEW YORK	77	7	13	2	7	6
MATHIAS POELCHER	PITTSBURGH	77		32		6	11
JAMES S. O'CONNOR	ALTOONA MACHINE SHOP	76	9	32	11	10	1
OLIVER W. BEATTY	PITTSBURGH	76	4	35	2	6	3
JACOB FAUS	PHILADELPHIA	75	7	19	1	5	6
WILLIAM S. HODGSON	TRENTON	74	5	49	2	8	4
ANDREW BOLAN	NEW YORK	74	1	40	1	4	
PALMER W. COPELAND	NEW YORK	74		27	4	4	
LEVI G. MARTIN	MIDDLE	72	11	41	9	6	3
GEORGE M. COFFMAN	PHILADELPHIA	72	-8	32	7	7	3
JAMES SHUNK	PHILADELPHIA	72	6	40	3	7	2
GEORGE B. DIBBLE	NEW YORK	72	1	32		2	
JAMES A. PORTER	PHILADELPHIA TERMINAL	70	2	47	2		2
ALONZO H. LYTLE	JUNIATA SHOP	68	10	43	10		11
DAVID P. EWING	MIDDLE	68	1	43	1	1	7
WILLIAM J. RYAN	PITTSBURGH	67	7	36	11	2	1
JAMES O'NEIL	BUFFALO	67	7	46	3	2	
ABSALOM D. JAMISON	CONEMAUGH	65	6	34	3		5

LINES WEST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
THEODORE KIMMEL	EASTERN	85	11	17	8	15	7
PATRICK RYAN	NORTHERN	83	6	38	8	6	8
D. A. R. MICHAELIS	ST. LOUIS	81	8	30		10	8
ALBERT WETZEL	CINCINNATI	81	1	27	3	11	
JOHN THOMAS	TOLEDO	81		40	2	10	9
MARY SOUDERS	INDIANAPOLIS	80	6	19	11	2	11
CARROLL T. MARTIN	EASTERN	76	11	15	1	6	10
JOSEPH MEHLER	INDIANAPOLIS	76	4	28	1	6	4
WILLIAM JONES	EASTERN	76	2	44	11	6	1
HENRY C. HORSTMAN	WESTERN	75	8	41	8	5	8
JACOB BELL	INDIANAPOLIS	73	6	17	1	3	5
CHARLES E. ROSS	WESTERN	73	1	48	3	2	
GEORGE CONFER	CINCINNATI	72	8	40	3	2	8
ROBERT R. NUGENT	TOLEDO	72	6	30	2	2	6
GEORGE K. MOSHIER	SOUTHERN	72	6	40		4	4
MICHAEL SMITH	EASTERN	72		22	9	1	11
SAMUEL BROWN	PITTSBURGH	69	6	40	7	3	9
JAMES HARRINGTON	EASTERN	69	2	36	5	1	



INFORMATION

FOR EMPLOYES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

November 4, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

31

Railroad Credit and Regulation

By A. J. COUNTY

Vice-President in Charge of Accounting, Pennsylvania Railroad

Pointing out that the maintenance of the credit of American railroads vitally concerns upward of 50,000,000 individual investors, savings bank depositors and insurance policy holders, Mr. County makes a plea for placing the system of railroad regulation upon a sound, constructive basis. He endorses the following reforms:

1. Exclusive Federal regulation of Railroads through the medium of an enlarged central Commission at Washington.
2. Establishment of Regional Commissions, subordinate and reporting to the central Commission.
3. Separation of the functions of detection and prosecution from those of regulation, so that the same body shall not be prosecutor, judge and jury.
4. Federal incorporation of interstate Railroads.
5. Continuance of the State Commissions, with their duties and powers concentrated on the regulation of those forms of public utilities which are essentially local in character.

Speaking before the Philadelphia Credit Men's Association on October 24, 1916, Mr. County said:

It is a pleasure to address an Association which believes in the maintenance of sound mercantile credit. I am here to exercise the right of a railroad man to utter his own views and not those of his Company on current events. My topic tonight is Railroad Credit and Regulation. Does the public interest require that both be maintained or crippled?

Legislation by Coercion

It was suggested that I might say something about the Eight Hour Law, and I

will digress from my subject long enough to say this:

The representatives of the railroads and the labor organizations and many statesmen are still so uncertain as to what the law really means, its ultimate cost, and what employes are affected, that no sound conclusion can be reached as to its results. Whether it is a law that requires men to work eight hours per day, or a law granting a pay increase of 25 per cent., without limiting working hours, it will certainly cost more money to the railroads, and it is

equally certain that it must modify the wage basis and working conditions fixed by negotiation between the carriers and their employes in the past twenty years.

These are, of course, important questions, but the public interest in the effect of this law is even broader than economics. The public must, in self-defense, ask these questions:

Shall the so-called Eight Hour Law become effective without any safeguard provided against the disruption of the entire railroad service in the future?

Shall legislation be obtained from the Congress of the United States by coercion, combination and intimidation from a relatively small number of organized men, and shall public investigation, arbitration and orderly Governmental procedure be abolished?

Shall railroad charters, requiring permanent public service, continue to be granted, while the companies and their employes are free, without previous public review, to disrupt that service and inflict loss and suffering upon the country at large because they cannot agree as to working conditions?

Shall unions of railroad men, employed in interstate commerce, be incorporated so as to make them equally as responsible before the law as railroad corporations?

Don't brush aside these questions. They affect the principles upon which Constitutional Government is founded, and whether mutual co-operation can continue between the public and the railroads and their employes.

Sound Railroad Credit Essential

Now I want to return to my subject of railroad credit and regulation. First, let me deal with sound credit, for that must be the result of wise regulation. Railroad regulation must encourage sound credit, or regulation is a failure.

Foresight, courage, prudence and ability are required to found sound credit. Effi-

cient and honest business management and trained and loyal working organization are essential to retain it. I assume this Association will endorse Bailie Jarvie's conclusions as to credit as expressed in Sir Walter Scott's "Rob Roy," at a time when honor meant a ready sword to avenge insults, real or fanciful:

"We ken naething here (in Glasgow) but about credit. Honor is a homicide and a blood-spiller that gangs about making frays in the street; but credit is a decent honest man that sits at home and makes the pat play."

Sound credit is just as essential in the railroad business as in mercantile affairs. A railroad cannot have credit without the earning power to produce a credit basis. Railroad credit would scarcely concern the public at all if the railroads were not a part of the daily life of the country, and if their ownership of over sixteen billions of dollars was not widely held by all classes of citizens. If we did not have public ownership of the railroad lines, through money furnished by a great army of upward of 50,000,000 people, consisting of individual investors in railroad securities, savings bank depositors, building and loan associations, and insurance policy holders, to say nothing of charitable and many other institutions, then railroad credit would be an academic discussion. If the financial condition of the railroads did not mean loss or profit to the country, we would not have so many hearings accorded to railroad men.

If these railroads did not employ nearly 2,000,000 men, who, with their families, represent about 9,000,000 people, and did not pay over a hundred and fifty millions of dollars annually as taxes into the public treasuries, and many more millions for materials and wages, we might consider the railroad transportation service as a side issue and not a gigantic industry to be fostered and expanded.

As transporters, consumers, employers, taxpayers, and national institutions in which

our Government, our citizens, our savings bank depositors and our insurance policy holders are interested, the railroads require national attention.

Serious Effect of Weak Credit

It is unnecessary to argue that these railroads can exist without sound credit. We have just tried such an experiment and it has failed. Let us not forget that experience, but profit by it. In about eight years their credit gradually weakened and finally became impaired. The kernel of the railroad question, and the grave responsibility of railroad managements for several years past, has been the vanishing credit margin. The situation reached a climax reflected by the conditions in 1914 and 1915 when less new railroad mileage was constructed in this country than in any year since the Civil War, and when approximately over one-sixth of the railroad mileage of the country was in the hands of Receivers, and when revenues and expenses were seriously reduced, new work stopped, and thousands of unemployed men were evident in all of the large cities, and our industries were in a serious plight. From that discouraging position it required an unfortunate world-wide war to arouse us.

Signs are multiplying that we have more public sympathy now with us, and that we have a better credit basis at our disposal than for many years.

Now you hear a great deal of the many millions of increased earnings the railroads are making compared with a year ago. That is exceedingly gratifying. Railroad earnings had fallen so low that they could not do otherwise than show an increase.

Profit Not Excessive

Look at a strong road like the Pennsylvania Railroad. In 1914 it earned 6.8 per cent. upon its capital stock, or less than 1 per cent. in excess of its reasonable dividend payments. In 1915, despite the increased traffic resulting from the war, it earned 8.5 per cent., or only 2.5 per cent.

over dividend requirements, which is not a high margin of safety. In 1916 we expect to earn 10 per cent. on the stock, and we will doubtless spend every cent earned above our dividend requirements for betterments heretofore postponed. You business men have been told that many railroad stocks have been watered, and, while that does not apply to Pennsylvania Railroad stock, you will, nevertheless, ask what is being earned by the Pennsylvania Railroad Company upon the cash spent for the railroad and its rolling stock provided for public use. You ask that question concerning your own affairs. In railroad accounting we call this the "Property Investment" Account, and the answer to the same question put to the Pennsylvania Railroad Company is that in this active year 1916 we will earn less than 6 per cent. on the total cash invested in the road and equipment furnished for public transportation purposes. In 1915 the return was 4.81 per cent. and in 1914, 3.78 per cent. I am not now making any plea for greater revenue, but is 6 per cent. too much to earn in order to pay a fair return on capital and leave something over for improvements? It is so much greater than 3.78 per cent. that it feels munificent, but it certainly is not excessive.

The Pennsylvania's Policy

How can the Pennsylvania Railroad afford to continue in business with these results? The answer is not difficult. The financial policy of the Company, from its foundation, has been that its capital stock shall be fully paid in cash; that fair but regular dividends shall be paid thereon, and that the remaining surplus shall be used for improvements to its railroad and equipment, instead of paying large dividends and selling stock and bonds to provide such improvements, additions and betterments.

In 1854 the book cost of the Company's Road and Equipment was practically the same as in 1867—thirteen years later—not-

withstanding about \$7,000,000 had been spent in those years for additions and betterments paid for from surplus earnings. At the end of 1915 I am safe in saying that over \$140,000,000 of surplus earnings or profits have been used in this way, for which no stock or bonds have been issued. By adherence to that policy the Company has maintained a sound credit basis.

Railroad Prosperity and National Prosperity Synonymous

The improved condition of the railroads is most welcome. Railroad prosperity is reflected in all lines of business. In the railroads we have effective business instrumentalities, charging the lowest freight rates in the world and paying the highest wages in the world. We want good service and railroads charging reasonable rates, possessed of sound credit and sufficiently prepared for any emergency, whether it be moving an abnormally large commerce in time of peace, or performing the many indispensable transportation services necessary in time of war.

Your association will, I am sure, endorse the view as to the necessity for maintaining sound credit, but is it not equally essential in the public interest that railroad *regulation* be maintained and not crippled?

Government Inquiry into Public Regulation

Without a constructive and unified policy, regulation will break down sound railroad credit instead of promoting it. When the facts are presented I am sure your Association will also endorse that view. The present system is disjointed, expensive and inharmonious Federal and State regulation, and must be revised, and exclusive Federal regulation substituted. The Philadelphia Bourse, the Chamber of Commerce and other commercial organizations of this city have pointed the way to help remedy that situation. You know that a law was passed

known as the "Newlands Law," under which a joint sub-committee of the Senate and House has been appointed to investigate the subjects of Government control and regulation of interstate and foreign transportation; the efficiency of the existing system in protecting the rights of shippers and carriers and in promoting the public interest; the incorporation, or control of the incorporation, of carriers; Government ownership, etc. May I suggest that you consider joining with the other organizations of this city in making this investigation very thorough for reasons which you will appreciate?

Expensive, Inconsistent Multiple Regulation a Public Burden

About nineteen States are trying to regulate the issuance of securities, but by different methods. What is the benefit of several different States regulating the securities of one railroad company? Some States, in approving of security issues of an interstate railroad company, require that a certain amount of the money will be spent in their own State, while the issue of securities may be required for improvements in another State hundreds of miles away.

In another State a heavy tax is laid on security issues, which, if levied to the same extent in the remaining States through which the road was constructed, would jeopardize the principal of the issue.

Then there have been cases where the orders of the Interstate Commerce Commission are practically nullified by the States in refusing to approve of them, so far as they affected interstate matters, or by delaying so long in doing so that the order of the Federal Commission is practically negatived or modified.

We have twenty States regulating the hours of railway service, the variation running from twelve to sixteen hours a day. Twenty-eight States specify headlight requirements, without any co-operation with one another. Fourteen States have differ-

ent safety appliance acts. Some States have extra train crew laws, and others do not. The States and the Federal Government are investigating accidents and are duplicating each other's efforts at the expense of the railroads and the public. The railroads of the country are required to make over two million reports a year to various Federal and State authorities, a great many of which might well be abolished and many others curtailed; there are so many thousands of laws covering railroads in the States through which the Pennsylvania System passes that several thousands of them could be removed from the statute books without detriment.

Public Help Needed to Remedy the Situation

Is it any wonder that the railroads look to business men to get them a unified scheme of regulation under a single regulatory body, upon whom responsibility should be placed instead of the present divided responsibility? The Federal Government, under the commerce clause of the Constitution, has assumed the regulation of the interstate carriers and uses them to pay a large part of the Government taxes, and we ask it not to leave its task half done, but to assume full responsibility. We call on the business men and the public, who are paying the cost, in their own interest to help the Government inquiry in this matter. We ask you to get at the facts and ask Congress to legislate the proper solution. We cannot believe that the public, with a knowledge of the facts, would remain indifferent, and continue to pay the cost of the needless duplications, conflicts and complexities in our present system of railroad regulation.

We estimate that since 1906 it has cost the Pennsylvania Railroad Lines East of Pittsburgh, alone, about nineteen millions of dollars to comply with new legislative enactments. That sum is equal to 6 per cent. on over \$300,000,000. I do not

claim that all of this was wasted, but a great part of it could be saved and utilized for public purposes. Railroads recognize the many helpful features of regulation, but we want to see it raised above criticism, confusion and weakness. I believe regulation has passed through its weakest and worst stage.

State Commissions Essential to Regulate Public Utilities

I do not suggest that the States should be deprived of the usefulness of their Commissions. The Commissioners have tried to fully do their duty in accordance with the laws of their own State. They are hard working bodies not to be criticised because the Federal and other State laws and regulations do not harmonize with their own. But if exclusive Federal Regulation is adopted, the Commissions would still be occupied in regulating the State public service activities and corporations. They would in this manner be trained to become excellent Federal regulators. Their continued regulation of so many electric traction companies and transit questions, water, gas, electric light and power companies means in any State a vast responsibility. In the city of New York alone it requires a separate State Commission, one of the most active in the country. The upstate or Second District Commission of New York, in the year 1914, held 630 hearings, 298 entire days being actively devoted to such hearings. In 1914 over 2500 complaints and applications were disposed of by the Commission. This Commission has under its jurisdiction 1024 corporations. If the 159 steam railroad companies were regulated by the Federal Commission, is there not a serious remaining responsibility for that Commission?

In Pennsylvania, if we exclude all the steam railroads, it means the regulation of several thousand corporations with millions of dollars of capitalization, with their rates, service, and all other activities affecting

over 7,000,000 people. I cannot escape the view, even eliminating steam railroads, that the Pennsylvania Public Service Commission has a responsibility of the highest magnitude, which will increase instead of decrease, and fully justifies all the compensation and honors they may receive.

Government Ownership No Cure for Ineffective Regulation

But so far as the interstate carriers are concerned, the responsibility of the National transportation questions far transcends the interests of any single State and should be concentrated and placed under one national control. Railroad men do not believe that, because a confused system of regulation needs adjustment, it must be condemned as unsuccessful, and because it has not given universal satisfaction we must overthrow the present real public ownership under public regulation and fly to the experiment of Governmental ownership and control, subjecting railroad operation to the changes of party politics, and leaving the resulting deficits to be covered in annual appropriations paid by the taxpayers. Such suggestions are illogical. Let us first institute a unified, responsible system of public regulation and protect railroad credit and operations, and then test its results. The regulation of 250,000 miles of railroad, performing an annual service of carrying a billion passengers and two billion tons of freight, and representing an investment of over sixteen billions of dollars, is not a matter of intuition, but of knowledge, experience and continued application.

The business carried under the National flag as interstate commerce so greatly predominates the intrastate traffic, that we believe, in the best interests of the country, all of the interstate carriers should be under the National flag, the National Constitution, laws and regulatory powers; and that it is not in the public interest also to continue these interstate carriers under 48 additional State flags for regulation or protection.

Scope of Suggested National Regulation

Some of the features of any scheme of exclusive national regulation, which many statesmen, business men and railroad men are beginning to believe as essential, are the creation of a larger and stronger Federal Railroad Commission, acting as a Central Body in Washington and through several Regional Commissions, so as to be close to the country's needs and facilitate the hearings on rate and other questions.

The scope of regulation includes rates, capitalization, railroad valuation, uniform accounting, and probably wages, because of their effect upon revenues; also safety appliance laws, hours of service laws, accidents, inspection of railroads, the character of the service, investigation and detection of any infractions of the law.

From this it is clear that if the proposed Federal Railroad Commission is to be successful in carrying out its regulatory powers in constructive fashion, so that the railroads may properly serve the country and their credit be protected, the duties of detection and prosecution must be separated from its constructive and regulatory activities.

It is very apparent that the Federal Railroad Commission should not be required on the one hand to constructively regulate railroads and encourage their expansion and protect their credit, and on the other hand be their accuser, prosecutor and judge. In all these matters the several Regional Commissions would be exceedingly helpful in disposing of questions pertaining to their own regions, and only in the event of an appeal from their decision would it come before the National Commission in Washington. This is merely a suggested outline of the form this new legislation might take to facilitate railroad regulation. No final conclusions can be reached until after all sides are heard at the pending Government inquiry.

In any event we need some definite

standard to be enunciated by the Commission by which it is possible for the public and the railroads to gauge whether railroad rates are reasonable or unreasonable without the loss of time and great expense to both the shipper and the public that the present rate suspensions and hearings now involve, aside from the tremendous burden laid upon the Commission itself. We need a regulatory policy that will permit the railroads to prosper with the country when prices are high and profits rise, rather than a policy which forces the railroads to apply for rate increases in times of depression when industries are bound in self-defense to actively oppose such action. The Commission should also have the right to fix minimum as well as maximum rates.

Federal Incorporation

Finally, any scheme of paramount national legislation to regulate the national carriers, I think, must inevitably lead to Federal incorporation of the national trunk lines, including their feeders. The present Federal laws are largely prohibitive rather than permissive laws. They must be modified to meet the country's transportation necessities. In rate hearings, wage disputes, car distribution, and in many other features affecting traffic charges and service, no attention is paid to the individual companies that go to make up a railroad system. For instance, in the Pennsylvania System today there are over 100 companies; originally there were about six times that number. Many of them have special charter rights and others are under general laws. Some can construct branches and others cannot. The individual interests and finances of each of these lines which make up the large system, and their particular State laws, are not, and cannot be, specially considered by a Federal Commission in any of the larger railroad problems. Yet each of these companies stands as a separate entity before the law, with its own separate stock and bondholders who must be dealt with by the parent

company. With the Governmental control of revenues, and largely of expenses, and so many operating and traffic features, it does not seem, therefore, that any scheme of national regulation can be complete unless it permits, under Federal charter, the full development of the territory served by the parent or system company, and the acquisition and merger of these various smaller companies into the larger system on some reasonable basis. This is necessary to secure the advantages of concentrated capital, administration and control, and eliminate the very detailed features of accounting, traffic and operation that must exist so long as the companies remain as separate corporate entities. That is just one phase of a big question.

Successful Regulation and Evolution

Even if we get unified railroad regulation based on business principles, we cannot expect immediate perfection, for it takes time, experience and knowledge to solve their varied difficulties, but responsibility to the public and the railroads will be squarely placed on one set of regulators, and railroad credit will be strengthened by such action. The responsibility of public regulation is to see that the railroads charge rates that are reasonable and non-discriminatory and that such rates yield a fair return to the railroads so that they may render a proper and efficient service, and that no obstacle shall exist which may discourage investment in their securities. We are trying to give the public a clear conception of what is necessary to protect and promote its own vital interest in the transportation industry by laying the situation before the American public.

While railroads will be affected by business depressions, yet with increasing population and commerce, and with unified regulation under a Federal Commission to perform for them a constructive service similar to that which the Federal Reserve

Board is constituted to perform for our financial institutions, then their credit is bound to be improved and stabilized, and railroad securities should again occupy the prominent position in the public confidence which they held for so many years.

To show that our railroads are worthy of that confidence, may I close with an opinion from a Frenchman, Monsieur C. Colson, who could criticise as well as appreciate:

"In fine, the railways of the United States represent one of the most marvelous efforts of human industry to turn to good account the resources of a country. Through the rapidity of development and the decrease in transport prices—which is more im-

portant to a population spread over an immense area than to the crowded population of Western Europe—the railways of the United States have made of this territory a country which has one economic life. They have enabled places most distant from the sea to populate rapidly and to exchange their products with the chief centers of the old world.

"Notwithstanding the criticism which the many abuses evoked, the railways of the United States, without demanding of the State anything but liberty of action, have been the principal factor of its wonderful growth in agricultural, commercial and industrial power which may shortly attain world-wide supremacy."

NATIONAL REGULATION OF OUR NATIONAL HIGHWAYS

"The basic principle of a proper conception and system of equitable and reasonable regulation is this:

"The railroads are the national highways of the United States, and all barriers erected by the States or arising from other causes which check or impede the natural flow of commerce along these national highways must be removed.

"And in the following of this principle consistency demands that coherent action be obtained only by a single regulatory body, which must be so constituted that it will deal expeditiously and intelligently with the great volume of business to come before it—a business that involves every phase of national life."

—*Report of the Philadelphia Joint Committee on the Reasonable Regulation of Railroads, September 14, 1916.*

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

November 28, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

32

Promotions and Appointments

Lines East of Pittsburgh Executive Department



OSWALD J. DEROUSSE

Assistant to the President

Oswald J. DeRousse was born February 18, 1867. He entered the service of the Pennsylvania Railroad Company on July 18, 1884, as Telegraph Operator in "PO" Office, on Fourth Street, Philadelphia. On June 28, 1885, he was

transferred to the New York, Philadelphia and Norfolk Railroad Company, in the office of A. J. Cassatt, President, where he remained until March, 1897, when he was elected Secretary of that Company.

Upon the election of Mr. Cassatt to the Presidency of the Pennsylvania Railroad Company, on June 9, 1899, Mr. DeRousse was transferred to Broad Street Station and appointed Chief Clerk to the President, serving in that capacity through Mr. Cassatt's administration and also that of his successor, Mr. James McCrea. On

Mr. McCrea's retirement, January 1, 1913, and the election as President of Mr. Samuel Rea, he was appointed General Assistant in the office of the President.

Effective October 1, 1916, Mr. DeRousse was promoted to the office of Assistant to the President.

Operating Department



ARTHUR BESORE CLARK

Superintendent, Renovo Division

Arthur Besore Clark was born at Green Village, Pa., October 1, 1867. He attended the local public schools, and afterward Mercersburg College, where he took a three years' preparatory course and then entered Lafayette College, from which he was graduated in 1891, receiving the degree of Civil Engineer.

During his summer vacations in 1889 and 1890 Mr. Clark was employed on the Pennsylvania Railroad as Rodman, first entering the service July 1, 1889. After graduation he was employed from September 14, 1891, as Rodman on the Philadelphia Division, at Philadelphia. On July 2, 1896, he was promoted to Assistant Supervisor, and served in that position on the Altoona and Pittsburgh Divisions. On July 1, 1900, he was promoted to the position of Supervisor on the Baltimore Division, Northern Central Railway. On July 20, 1901, he was transferred to the Pittsburgh Division and located at Pittsburgh, in

charge of the track work of the Pittsburgh Yard, in connection with the construction of the new Union Station.

On December 15, 1905, Mr. Clark was promoted to Assistant Engineer of the Middle and Western Divisions, Philadelphia and Erie Railroad. He was subsequently transferred to the same position on the West Jersey and Seashore Railroad, thence to the Maryland Division of the Philadelphia, Baltimore and Washington Railroad, as Assistant Engineer.

Mr. Clark, on January 15, 1910, was advanced to Principal Assistant Engineer of the Philadelphia, Baltimore and Washington Railroad, and on June 16, 1913, he was made Assistant Engineer of Maintenance of Way in Charge of Roadway and Track.

On September 28, 1916, Mr. Clark was promoted to the position of Superintendent of the Renovo Division.



CARL H. NIEMEYER

CARL H. NIEMEYER

Assistant Engineer of Maintenance of Way in Charge of
Roadway and Track

Carl H. Niemeyer was born at Williamsport, Pa., in 1869. He attended the public schools and in 1891 was graduated from Cornell University.

Mr. Niemeyer entered the service of the Pennsylvania Railroad System as Draughtsman in the office of the Division Engineer, Eastern and Susquehanna Division of the Philadelphia and Erie and Northern Central Railway, in January, 1892. On April 1, 1894, he was appointed Assistant Supervisor at Millersburg, Pa., and subsequently served at St. Marys, Lewistown and Harrisburg. On January 1, 1900, he was promoted to Supervisor of the Trenton Cut-off, following which he was appointed Supervisor at Harrisburg and later at Pitscairn.

In September, 1905, Mr. Niemeyer was promoted to Division Engineer of the Sunbury Division; in April, 1907, he was transferred to the Conemaugh Division, and in March, 1911, to the Pittsburgh Division.

Mr. Niemeyer was promoted to Assistant Engineer of Maintenance of Way in Charge of Roadway and Track on September 28, 1916, with headquarters at Philadelphia.

J. B. HUTCHINSON, JR.

Division Engineer, Pittsburgh Division

J. B. Hutchinson, Jr., was born in Bristol, Pa., March 3, 1876. He was educated at Princeton University.

While attending college Mr. Hutchinson worked for the Company during his summer vacations, and on January 1, 1898, he was permanently employed as Rodman.

In April, 1899, Mr. Hutchinson was transferred to the office of the Principal Assistant Engineer at Altoona, Pa. In November of that year he was made Assistant Supervisor on the West Penn Division, and in 1900 he was transferred to the Pittsburgh Division.

Mr. Hutchinson was promoted to Supervisor on the West Penn Division in 1901, and in 1905 he was transferred to the Middle Division in the same capacity.

Mr. Hutchinson was appointed Division Engineer of the West Jersey and Seashore Railroad on January 15, 1910, and on January 15, 1913, he was transferred to the Williamsport and Susquehanna Divisions. He was made Division Engineer of the Monongahela Division on February 11, 1914, and on September 28, 1916, he was transferred to the Pittsburgh Division in the same capacity.



C. E. BRINSER

Division Engineer, Monongahela Division

C. E. Brinser was born at Elizabethtown, Pa., December 3, 1881. He attended Franklin and Marshall College, and entered the service April 9, 1900, as Rodman in the Construction Department, Philadelphia Division. He was made Transitman in the Altoona office in 1903, and several months later was appointed Assistant Supervisor, Trenton Division. On April 1, 1907, he was made Supervisor on the Delaware Division.

Mr. Brinser was promoted to Division Engineer of the New York, Philadelphia and Norfolk Railroad in August, 1910; he was transferred to the Camden Terminal Division and West Jersey and Seashore Railroad in 1913, to act in the same capacity, and on December 1, 1914, he was transferred to the Williamsport Division. He was appointed Division Engineer of the Monongahela Division on September 28, 1916.

A. W. McCLELLAN

Division Engineer, Williamsport Division

A. W. McClellan was born February 22, 1876. He is a graduate of the International Correspondence School of Scranton, Pa. He entered the service of the Railroad in November, 1897, as Rodman on the Pittsburgh Division. He was advanced to Transitman on May 20, 1901, and promoted to Assistant Supervisor at St. Marys, Pa., on June 15, 1901.

In April of the following year Mr. McClellan was transferred to New Florence, Pa., and on

January 15, 1904, he was made Supervisor at Johnsonburg, Pa. He was transferred, on April 1, 1907, to Lock Haven, Pa., and to Trafford, Pa., on April 1, 1909.

Mr. McClellan was promoted to Division Engineer of the Trenton Division September 1, 1914, and on September 28, 1916, he was moved to the Williamsport Division to act in the same capacity.

ELMER IRVING

Division Engineer, Trenton Division

Elmer Irving was born January 4, 1878, at Trenton, N. J. He completed his education at the Cooper Institute, from which he was graduated in the class of 1900.

Entering the railroad service prior to his graduation, he was first employed, on June 14, 1895, as Rodman in the office of the Assistant Engineer at New York City. He was appointed to the position of Transitman in the office of the Principal Assistant Engineer at Altoona, Pa., on April 24, 1902.

On January 1st of the following year Mr. Irving was appointed Assistant Supervisor on the West Jersey and Seashore Railroad at Haddonfield, N. J. He was subsequently Assistant Supervisor at New Florence, N. J., and later at Osceola Mills, Pa.

On December 1, 1908, he was advanced to Supervisor at Earnest, Pa., and on June 1, 1912, was transferred to Lancaster, Pa., in a similar capacity.



ELMER IRVING

Mr. Irving, on September 28, 1916, was promoted to Division Engineer, Trenton Division, with headquarters at Camden, N. J.

J. R. ALEXANDER

General Road Foreman of Engines, Lines
East of Pittsburgh and Erie

J. R. Alexander, on November 1, 1916, was promoted to the newly created office of General Road Foreman of Engines of the Pennsylvania Railroad Lines East of Pittsburgh and Erie. In this position Mr. Alexander will have his headquarters at Altoona, Pa., reporting directly to the General Superintendent of Motive Power.

Mr. Alexander is a native of Pittsburgh, having been born in that city on January 20, 1854. He completed his education in the Pittsburgh High School, and at the age of 14 years entered the service of the Pennsylvania Railroad Company, on February 1, 1868, as Messenger on the Pittsburgh Division. From 1870 to 1873 he worked as Fireman on the Pittsburgh Division and was promoted to Engineman in May of the latter year.

On July 1, 1896, Mr. Alexander was taken out of the road service and was appointed Air Brake Inspector, reporting to the Superintendent of Motive Power of the Pittsburgh Division. After nearly ten years' service in that capacity, during which time he acquired an extensive and valuable experience, he was advanced to the position of



A. W. MCCLELLAN

General Road Foreman of Engines of the Eastern Pennsylvania Division. His appointment in the latter capacity became effective on February 1, 1906.

Mr. Alexander continued to discharge the

duties of General Road Foreman of Engines on the Eastern Pennsylvania Division for more than ten years, or until his promotion to General Road Foreman of Engines for all of the Lines East of Pittsburgh and Erie became effective.

In addition to the foregoing changes in the organization of the Operating Department, the following promotions and appointments have also been made:

S. L. CHURCH, who since December 1, 1913, was Supervisor at Dravosburg, Pa., was transferred to Supervisor No. 3, Lancaster, Pa., on September 28, 1916.

* * * *

L. J. FAIRBANK was appointed Supervisor of Division "B" of the New York Division October 16, 1916. He had been Supervisor of Division No. 3, Baltimore Division.

* * * *

W. S. SPRINGER was appointed Supervisor of Division No. 6 of the Williamsport Division on September 6, 1916, to succeed J. S. Elliott, who resigned.

* * * *

JOHN ATLEE, who for the past three years had been Supervisor of the Baltimore Division at Parkton, Md., was appointed Supervisor No. 16 of the Sunbury Division on October 16, 1916.

* * * *

M. LIPMAN, on October 16, 1916, was appointed to the newly created position of Supervisor No. 4 of the West Jersey and Seashore Railroad at Atlantic City, N. J.

* * * *

J. D. LOVELL was appointed Supervisor No. 2 of the Baltimore Division, with office at Parkton, Md., on October 16, 1916.

* * * *

F. M. ROBB was transferred from the Allegheny Division to Supervisor No. 18 of the Conemaugh Division on October 16, 1916.

* * * *

H. A. GASS, who had been Supervisor at Wilkes-Barre, Pa., since March 1, 1913, was appointed on September 28, 1916, to Supervisor No. 16 of the Monongahela Division at Dravosburg, Pa.

* * * *

FRED. EVANS was moved from Sunbury, Pa., to Supervisor No. 3 of the Baltimore Division, at York, Pa., on October 16, 1916.

* * * *

F. D. DAVIS was appointed Supervisor at Wilkes-Barre, Pa., on September 28, 1916. Since June 16, 1913, he was Supervisor of the Cresson Division at Barnesboro, Pa.

T. K. MINSKER was made Supervisor of Division No. 11 of the Buffalo Division on October 23, 1916.

* * * *

F. X. BRADLEY was made Supervisor of Division No. 6 of the Allegheny Division on October 23, 1916.

* * * *

J. D. ARCHIBALD was promoted, on September 28, 1916, from Assistant Supervisor at Lamokin, Pa., to Supervisor No. 30 of the Cresson Division at Barnesboro, Pa.

* * * *

R. L. KELL was advanced to Assistant Supervisor No. 1 of the Maryland Division on September 28, 1916.

* * * *

A. G. ANDREW succeeded J. F. Hunter, who resigned, as Assistant Supervisor of Division No. 3 of the Maryland Division on September 18, 1916.

* * * *

H. H. KAUFFMAN was made Assistant Supervisor No. 9 of the Middle Division at Altoona, Pa., on September 28, 1916.

* * * *

ROBERT J. COLGAN was transferred to Assistant Supervisor at Erie, Pa., on September 18, 1916.

* * * *

J. B. MCWILLIAMS, on September 18, 1916, was appointed Assistant Supervisor No. 16 of the Monongahela Division.

* * * *

R. P. GRAHAM was made Assistant Supervisor of Division No. 3 of the Baltimore Division on September 28, 1916.

* * * *

E. B. CALLOW was transferred, as Assistant Supervisor, from Phillipsburg, N. J., to Conemaugh Division at Freeport, Pa., on September 28, 1916.

* * * *

J. T. RIDGELY, since September 27, 1916, has been Assistant Supervisor at Harrington, Del.

* * * *

H. S. MILLER was made Assistant Supervisor at Bordentown, N. J., on the Trenton Division, September 18, 1916. He had been an Assistant Supervisor in the office of the Valuation Engineer since June 12, 1916.

The following Transitmen in the office of the Engineer of Maintenance of Way were promoted to Assistant Supervisors:

F. C. KANE, Assistant Supervisor, Division No. 25, Philadelphia Division.

* * * *

H. K. LOCKHART, Assistant Supervisor, Division No. 14, Allegheny Division.

* * * *

G. H. DOXRUD, Assistant Supervisor, office of the Engineer of Maintenance of Way.

* * * *

J. L. BAER, Assistant Supervisor, Division No. 18, Conemaugh Division.

J. C. POFFENBERGER, Assistant Supervisor, Division No. F, Trenton Division.

* * * *

JOHN B. OTTO, JR., Assistant Supervisor, Division No. 10, Buffalo Division.

* * * *

N. VAN R. HUNTER, Assistant Supervisor, Division No. 11, Buffalo Division.

* * * *

E. R. HEYL, Assistant Supervisor, Division No. 7, Buffalo Division.

CHARLES ELLIOTT KINGSTON

Special Agent, Philadelphia, Baltimore and Washington Railroad

Charles Elliott Kingston was born in Philadelphia, May 12, 1858, and was educated in the schools of that city. He is the son of the late Stephen B. Kingston, who was General Freight Agent of the Pennsylvania Railroad prior to 1880.

Mr. Kingston entered the service of the Pennsylvania Railroad in the fall of 1877, as Clerk at the Dock Street Freight Station, Philadelphia. January 1, 1880, he was transferred to the General Freight Agent's office, and filled various positions in that department until October 1, 1885, when he was made Chief Rate Clerk.

On January 1, 1890, Mr. Kingston was promoted to Chief Clerk to the Assistant General Freight Agent, which position he held until he was promoted, on June 1, 1897, to Division Freight Agent of the Philadelphia, Wilmington and Baltimore Railroad, now known as the Philadelphia, Baltimore and Washington Railroad.

On May 8, 1912, upon a change in the organization, Mr. Kingston was promoted to Assistant General Freight Agent, with headquarters at the General Office at Philadelphia. Effective December 1, 1916, he has been appointed Special Agent of the Philadelphia, Baltimore and Washington Railroad.

WILLIAM C. GLYNN

Assistant General Freight Agent

William C. Glynn was born at Rouseville, Pa., October 24, 1872. He entered the service of the Pennsylvania Railroad on December 15, 1890, as Telegraph Operator and Agent. On February 11, 1892, he was appointed Joint Clerk

of the Allegheny Valley Railroad and the Western New York and Pennsylvania Railway, with headquarters at Oil City, where he remained until April 23, 1900, when he was promoted to Chief Rate Clerk in the office of the General Freight Agent of the Western New York and Pennsylvania Railway at Buffalo, N. Y. On August 1, 1900, he was again transferred to Chief Rate Clerk in the Division Freight Agent's office, Buffalo and Allegheny Valley Division.

Mr. Glynn was advanced to the General Freight Agent's office at Broad Street Station, Philadelphia, on June 1, 1906, as Chief Clerk to Chief



WILLIAM C. GLYNN

The glory of a railroad is the united adjustment of its living nerves to patience, courtesy, speed and safety.

—Edwin S. Jackman.

of Tariff Bureau, and on July 15, 1908, he was promoted to Chief Clerk to the Division Freight Agents at Pittsburgh. On June 1, 1911, he returned to the General Offices at Philadelphia as Chief Clerk to the General Coal Freight Agent, and on October 1, 1912, he was promoted to Division Freight Agent at Altoona, Pa.

Mr. Glynn was appointed on March 1, 1916, Division Freight Agent at Erie, Pa.

Effective December 1, 1916, he has been promoted to Assistant General Freight Agent, with headquarters at Broad Street Station, Philadelphia.

CLARENCE T. MACKENSON, JR.

Division Freight Agent, Altoona, Pa.

Clarence T. Mackenson, Jr., was born at Harrisburg, Pa., June 15, 1886. He entered the service of the Pennsylvania Railroad on August 1, 1912, as Chief Clerk in the Division Freight Agent's office of the New Jersey Division. On July 1, 1914, he was promoted to the office of General Freight Agent as Rate Clerk, following which he was made Chief Rate Clerk, in charge of local rates.

Effective December 1, 1916, Mr. Mackenson has been promoted to Division Freight Agent of the Eastern Pennsylvania, Western Pennsylvania, and Central Divisions, at Altoona, Pa.

E. S. NEILSON

Division Freight Agent, Erie, Pa.

E. S. Neilson was born at Warrenton, Va., July 22, 1887. He attended the Episcopal Academy of Philadelphia, and in April, 1904, entered the service of the Pennsylvania Railroad as Junior Clerk. His first promotion, on April 12, 1905, was to Stenographer in the Overcharge Department of the General Freight Agent's office. On November 1, 1906, he was transferred to the office of the Division Freight Agent at Philadelphia, where for nearly three years he served as Tariff Clerk, Local Rate Clerk, Chief Rate Clerk and Tariff Inspector.

Mr. Neilson was promoted to Freight Solicitor and Agent of the Union Line at New Haven, Conn., on July 1, 1909. Two years later he was transferred to Freight Solicitor at Easton, Pa., and in January, 1912, he was transferred to Rochester, N. Y., in the same capacity. On



CLARENCE T. MACKENSON, JR.

June 1, 1912, he was moved to Reading; November 1, 1913, to Harrisburg, and on June 1, 1914, to Pittsburgh as Freight Solicitor in the office of the Division Freight Agent of the Western Pennsylvania Division.

Mr. Neilson was advanced on March 1, 1916, to Division Freight Agent at Altoona, Pa. Effective December 1, 1916, he has been promoted to Division Freight Agent at Erie, Pa.

STEPHEN T. STACKPOLE

Assistant Foreign Freight Agent

Stephen T. Stackpole was born at Hamilton, N. Y., October 14, 1885. He was employed by the Railroad on December 12, 1907, as Clerk at Baltimore. On April 20, 1908, he was transferred to the General Freight Agent's office in Philadelphia. On September 6, 1910, he was appointed Freight Solicitor at York, Pa., and on March 16, 1914, was promoted to Canadian Freight Agent at Toronto, Canada.

Effective December 1, 1916, Mr. Stackpole has been appointed to the newly created position of Assistant Foreign Freight Agent at New York.

Long Island Railroad

Traffic Department



DONALD WILSON

General Freight Agent, Long Island Railroad

Donald Wilson was born at Harrisburg, Pa., May 11, 1875, and received his education in the public schools of that city.

Mr. Wilson entered the service of the Pennsylvania Railroad on August 1, 1888, as Clerk in the Freight Department in the Kensington District, Philadelphia. Five years later he was transferred to the Division Freight Agent's office at Washington, D. C., where he remained for five years. Then for two years he was connected with the General Freight Agent's office in Philadelphia.

On March 18, 1901, Mr. Wilson became Chief

Rate Clerk of the Long Island Railroad. Later in the same year he was made Chief Clerk in the Freight Department, and on January 1, 1905, he became Superintendent of Express. On January 1, 1907, he was made Special Agent of the Traffic Department.

On the retirement from active service of Mr. A. L. Langdon, Traffic Manager and General Freight Agent, Mr. Wilson was advanced to the position of General Freight Agent of the Long Island Railroad. His appointment became effective September 1, 1916.

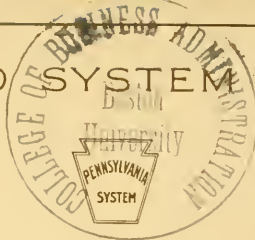
The morning hours are the best hours
of each day.

—The late James J. Hill.



INFORMATION

FOR EMPLOYES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

November 30, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

33

The Railroad Roll of Honor

"I have considered the pension list of the Republic as a roll of honor."

—President Grover Cleveland in a special
message to Congress, July 5, 1888.

Twelve veteran Enginemen of the Pennsylvania Railroad System were included among the employes retired as of November 1, 1916, under the pension rules. The combined services of these men totaled 537 years and 8 months—an average of nearly 45 years for each.

* * * *

Altogether, 51 employes of this Railroad System were added to the "Roll of Honor" as of November 1st. Of this number, 28, or more than half, had exceeded 40 years of service, and three men had passed the half-century mark of industry.

The Pennsylvania Railroad System is now paying pensions to 4732 retired employes, and the outlay for this purpose since the pension plan was established on January 1, 1900, has been \$13,501,997.37.

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
WILLIAM J. RONAN 1912 Twelfth Avenue, Altoona, Pa.	ENGINEMAN	PITTSBURGH	53	7
ALFRED J. MOYER Harrisburg, Pa.	ENGINEMAN	PHILADELPHIA	52	3
JOHN EHRENFELT Springdale, Pa.	WATCHMAN	CONEMAUGH	50	11
SPAFFORD D. LEWIS Camden, N. J.	FIREMAN	TRENTON	48	7
ROBERT F. TODD Camden, N. J.	CONDUCTOR	CAMDEN TERMINAL	48	4
JOSEPH H. MYERS Paradise, Lancaster Co., Pa.	ENGINEMAN	PHILADELPHIA	48	
HENRY FINNERAN Erie, Pa.	SHOP HAND	RENOVO	47	10
SAMUEL L. KROESEN 14 North Main Street, Phillipsburg, N. J.	FOREMAN	TRENTON	46	

Name	Occupation	Division	Years	Length of Service	
				Months	
JAMES A. PRICE Mount Union, Pa.	LABORER	MIDDLE	45	10	
JOHN SMITH 4320 Wyalusing Avenue, Philadelphia, Pa.	ENGINEMAN	PHILADELPHIA TERMINAL	45	7	
GEORGE HOULISTON 155 Park Place, East Aurora, N. Y.	DRAFTSMAN	BUFFALO	45	3	
EDGAR O. VANHOUTEN 828 South St. Bernard Street, Philadelphia, Pa.	AGENT	PHILADELPHIA TERMINAL	44	6	
PETER M. WEAVER Easton, Pa.	BAGGAGE AGENT	TRENTON	44	3	
WILLIAM LAMEY 1248 South Markoe Street, Philadelphia, Pa.	TABLE OPERATOR	PHILADELPHIA TERMINAL	43	8	
MILTON HEATHCOTE 502 East Twenty-third Street, Baltimore, Md.	CLERK	BALTIMORE	42	7	
HENRY CURLEY 1866 Glenwood Avenue, Philadelphia, Pa.	ENGINEMAN	PHILADELPHIA TERMINAL	42	5	
HARRY D. BARCLAY 1901 Fifth Avenue, Altoona, Pa.	PAINTER	ALTOONA MACHINE SHOP	42	3	
ALEXANDER WESTERVELT Third Street, Pitcairn, Pa.	BRAKEMAN	PITTSBURGH	41	7	
HORACE S. KENDALL Elmira, N. Y.	CONDUCTOR	ELMIRA	41	7	
NEWTON L. PHENEGAR 844 South Fifty-first Street, Philadelphia, Pa.	MACHINIST	PHILADELPHIA TERMINAL	41	5	
JACOB A. W. ROE 7241 Finance Street, Pittsburgh, Pa.	BRAKEMAN	PITTSBURGH	41	1	
THOMAS T. SHERIDAN 450 First Street, Conemaugh, Pa.	ENGINEMAN	PITTSBURGH	40	1	
ASBERY M. MURRAY Selbyville, Del.	TANK MAN	DELAWARE	39	11	
CHARLES W. LOWMAN Elmira, N. Y.	ENGINEMAN	ELMIRA	39	6	
GEORGE LESHORN Erie, Pa.	JANITOR	RENOVO	37	8	
WILLIAM B. HAMILTON Harrisburg, Pa.	MACHINIST	PHILADELPHIA	36	10	
NEVIN CORT 2212 Tenth Avenue, Altoona, Pa.	CONDUCTOR	PITTSBURGH	36	4	
ENOCH E. DUNN Cape Charles, Va.	ENGINEMAN	NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD	35	7	
HORACE J. HEDGES 118 Chestnut Avenue, Trenton, N. J.	CARPENTER	TRENTON SHOP	35	3	
WILLIAM SHERMAN Hopkin Street, Mt. Morris, N. Y.	CROSSING WATCHMAN	BUFFALO	33	11	
PATRICK MULHALL Trenton, N. J.	WAREHOUSEMAN	TRENTON	33	5	
ISAAC NEITHERCOTT 1703 Watkins Street, Philadelphia, Pa.	CLERK	PHILADELPHIA TERMINAL	32	7	
WILLIAM J. QUIGLEY 5511 Chancellor Street, Philadelphia, Pa.	CLERK	PHILADELPHIA TERMINAL	30	8	
WILLIS L. BREWER Trenton, N. J.	WAREHOUSEMAN	TRENTON	30	7	
HENRY H. SILVIS 807 Franklin Avenue, Wilkinsburg, Pa.	TOOL ROOM ATTENDANT	PITTSBURGH	30	3	
PETER V. WALKER Northumberland Pa.	CARPENTER	WILLIAMSPORT	30	3	
WILLIAM DAVNER Elmira, N. Y.	LABORER	ELMIRA	30		
SAMUEL JACKSON Westmoreland, Pa.	PASSENGER AGENT	PHILADELPHIA TERMINAL	29	3	
JOHN W. BLAIR Lawsonham, Pa.	WATCHMAN	ALLEGHENY	28	8	
DAVID E. SHELLENBERGER 227 Third Avenue, Altoona, Pa.	DRIVER	ALTOONA MACHINE SHOP	24	4	
EDWARD HOY 4934 Thompson Street, Philadelphia, Pa.	SWEeper	PHILADELPHIA TERMINAL	23	5	
SAMUEL BOWEN 312 North Tenth Street, Philadelphia, Pa.	CLERK	PHILADELPHIA TERMINAL	21	2	

Name	Occupation	Division	Years	Length of Service	
				Months	
JOHN C. FITZPATRICK 5324 Wabash Avenue, Chicago, Ill.	YARD ENGINEMAN	CHICAGO TERMINAL	49	10	
JOSEPH BELLEN 10518 Green Lawn Avenue, Cleveland, Ohio.	SHOP WATCHMAN	CLEVELAND AND PITTSBURGH	49	8	

Name	Occupation	Division	Length of Service	
			Years	Months
JACOB WEINDORFF	PASSENGER ENGINEMAN	ERIE AND ASHTABULA	47	3
1622 Chestnut Street, Erie, Pa.				
WILLIAM H. RIDDLE	YARD ENGINEMAN	INDIANAPOLIS	43	6
Bradford, Ohio.				
MARK I. WHITAKER	MACHINIST	PITTSBURGH	42	8
816 East Grant Street, Dennison, Ohio.				
EUGENE HART	YARD ENGINEMAN	INDIANAPOLIS	40	1
609 North Main Street, Urbana, Ohio.				
CHRISTIAN F. WISHMEIER	CAR INSPECTOR	INDIANAPOLIS TERMINAL	36	3
548 North Pine Street, Indianapolis, Ind.				
JAMES G. PATTERSON	YARD CLERK	INDIANAPOLIS TERMINAL	36	
24 North Walcott Street, Indianapolis, Ind.				
*JAMES A. CAMPBELL	BLACKSMITH	ST. LOUIS	29	3
820 North Twelfth Street, Terre Haute, Ind.				
JOSEPH BUTZ	TRUCKMAN	ST. LOUIS	27	7
National Soldiers Home, Dayton, Ohio.				

*Retired, effective October 1, 1916

Men Now Retiring Who Have Served the Pennsylvania Railroad More Than Half a Century

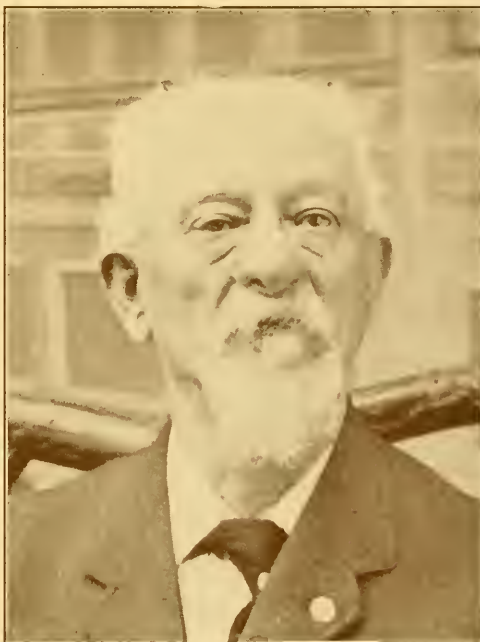
JOHN EHRENFELT

LENGTH OF SERVICE, 50 YEARS 11 MONTHS

John Ehrenfelt, who was placed on the "Roll of Honor" November 1, 1916, closed his career of more than half a century, in this Railroad's service, with a clean record. In all that time he never incurred censure or discipline by any disregard of rules or failure to perform his duties properly.

Mr. Ehrenfelt was born in Ebensburg, Pa., on October 17, 1846. He entered the service as Blacksmith Helper in the Altoona Shops on June 8, 1863. On July 1, 1863, he enlisted in Company K, Forty-sixth Regiment, Pennsylvania Volunteers, under Captain Joseph Gardner, to serve ninety days in protecting the Altoona Shops against Confederate raids. He re-entered the service as Brakeman on a coal train running between Lilly and Hollidaysburg, under Train Master John McCormack, and was transferred to a run between Altoona and Gallitzin for several weeks, when he again enlisted, on the 23d day of February, 1864, in Company A, Fifty-fifth Regiment, Pennsylvania Volunteers, to serve three years under Lieutenant John Lynch.

Having been wounded on May 20, 1864, in the battle at Bermuda Hundred, Mr. Ehrenfelt was discharged from the Army on the 14th day of April, 1865, at Finley Hospital, Washington. He re-entered the Railroad service as Track Laborer at Lilly, where he worked for six weeks, and was



JOHN EHRENFELT

transferred to the position of Brakeman on a train running between Altoona and Allegheny Junction (now Kiskiminetas Junction). He left the service and went to Pittsburgh, where he was again employed, on August 31, 1866, as Freight Brakeman on a shifter in the Allegheny Yards.

He was promoted to Flagman on June 1, 1869, and to first-class Freight Conductor on December 1, 1871. On January 1, 1884, he was appointed Yard Master at Allegheny. On December 4, 1908, owing to an injury, he was transferred to Anderson Street Station (now Federal Street), where he was employed continuously as Watchman until the date of his retirement.

ALFRED J. MOYER

LENGTH OF SERVICE, 52 YEARS 3 MONTHS

Alfred J. Moyer, Yard Engineman on the Philadelphia Terminal Division, who was placed on the "Roll of Honor" November 1, 1916, furnished the following account of his long service with the Pennsylvania Railroad:

"I was born in New Bloomfield, Perry County, on August 8, 1851, and entered the service of the Pennsylvania Railroad Company on March 10, 1864, at the age of 12 years, as Water Boy for a floating gang in the Maintenance of Way Department of the Middle Division between Newport and the point now known as Denholm. I was transferred to the Conducting Transportation Department as Freight Brakeman on July 1, 1866. I returned to the Maintenance of Way Department on August 1, 1866, where I filled the position of Laborer, Track Walker and Watchman until August 15, 1882, when I was trans-



ALFRED J. MOYER



WILLIAM J. RONAN

ferred to the Motive Power Department as Road Fireman.

"On February 27, 1885, I was transferred to Yard Fireman at Harrisburg, Pa., and was promoted to Yard Engineman on December 1, 1892, remaining in that capacity until retired from active duties.

"My service takes me back to a period when the railroading of today was not dreamed of, and I can look back and mark the great progress in this industry with keen interest, both as to the engine and car equipment, and the road-bed and other features.

"Fortunately, I have enjoyed remarkably good health, entering the Pennsylvania Railroad Relief Department on August 1, 1886, and never having been placed on the sick or disabled list until August 15, 1916. I have always endeavored to be loyal to the Company and believe my fidelity is attested by my devotion to duty during my employment. I feel very grateful for the many privileges and courteous treatment accorded me by the Pennsylvania Railroad Company."

WILLIAM J. RONAN

LENGTH OF SERVICE, 53 YEARS 7 MONTHS

William J. Ronan was one of the veteran Enginemen of the Pennsylvania Railroad. He first took his place in the cab more than 40 years ago, after having spent 13 years in preliminary work

on the road and track, and never had an accident. He retired from active service and was placed on the "Roll of Honor" on November 1, 1916.

Mr. Ronan was born August 10, 1848, in County Mayo, Ireland, and was brought to America by his parents when 4 months old. He first entered the Railroad service in 1863, at the

age of 15 years, as Track Laborer in the floating gang at Allegrippus, Pa., under Foreman James Martison. He worked on the track until October, 1871, when he was advanced to Fireman. He was promoted to Engineman on the Pittsburgh Division, October 11, 1876, and continued in that position throughout the remainder of his service.

Notes About Retired Employees

S. O. MALIN, Special Agent at Baltimore, began his railroad career in Civil War times. In 1864 he entered the service as Clerk and Telegrapher on the Philadelphia Division. He next became Train Dispatcher and then was transferred for a time to Camden, N. J. Going to Baltimore, he held various positions there, then entered the service of the Norfolk and Western Railway as Train Master of the Radford Division, afterward becoming Superintendent. He next returned to Baltimore, re-entering the service of the Philadelphia, Baltimore and Washington Railroad in the office of the General Agent, where he remained until he was placed on the "Roll of Honor," September 1, 1916.

* * * *

DAVID STEEL, for 26 years Assistant Train Master on the Pittsburgh Division, was placed on the "Roll of Honor" September 1, 1916. He had worked for the Railroad four months less than half a century. Throughout his entire service he maintained a clear record, never having incurred censure or discipline for any de-

parture from the strictest performance of his duty.

Mr. Steel was born August 19, 1846, on a farm in Franklin Township, Westmoreland County, Pa., where he remained until December 4, 1866, when he entered the employ of the Pennsylvania Railroad as Brakeman, on the Pittsburgh Division. He was subsequently made Flagman, and was then advanced to Conductor. On April 1, 1872, he was promoted to Yard Master at Irwin, Pa.

After being stationed 17 years at Irwin, Mr. Steel was appointed Assistant Train Master on the Southwest Branch between Greensburg, Pa., and Fairchance, Pa., effective September 1, 1889.

On April 1, 1890, Mr. Steel became Assistant Train Master on the Eastern end of the Pittsburgh Division, and continued in that capacity until February, 1913, when he was appointed Assistant Train Master at Pittsburgh. He remained in the latter position until his retirement from active duty, upon reaching the age limit under the pension rules.

Facts About the "Roll of Honor"

Amount paid since Retirement plan was established on January 1, 1900 . .	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
\$10,233,219.34	\$3,268,778.03	\$13,501,997.37	
Total number of employes placed on Roll of Honor to November 1, 1916 .	7400	2356	9756
Roll of Honor employes who have died	3793	1231	5024
Total number of employes on Roll of Honor November 1, 1916	3607	1125	4732



DAVID STEEL



RALPH H. GREENWOOD

In a letter to Mr. Steel, referring to his retirement, and to his long and devoted service, Superintendent R. T. Morrow, of the Pittsburgh Division, said:

"Permit me to extend to you my heartiest congratulations upon this long period of service and to hope that you may look forward to many years of unimpaired health in which to enjoy the rest you surely deserve."

* * * *

RALPH H. GREENWOOD, who for many years was Engineman of train No. 29, now the "Broadway Limited," between Harrisburg, Pa., and

Altoona, Pa., was placed on the "Roll of Honor" October 1, 1916. He entered the railroad service on May 29, 1873, as Passenger Car Builder in the Altoona, Pa., Shops. On January 8, 1877, he was made Fireman. He was advanced to Freight Engineman on November 1, 1882, and to Passenger Service on June 28, 1899.

When Train 29 was inaugurated, on June 15, 1902, Mr. Greenwood was assigned to take it over the Middle Division. He remained at this work until No. 29 was temporarily withdrawn, on February 1, 1903. When the train was restored, on June 11, 1905, he was again made its Engineman over the Middle Division.

In Memoriam, October, 1916

LINES EAST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
ANSEL R. LUDWIG	NEW YORK	93	6	24	3	16	9
CHARLES H. UNANGST	TRENTON	89	8	33	8	16	9
WILLIAM H. PETERS	BALTIMORE	85	9	20	2	15	9
JOHN S. STAIRS	GENERAL OFFICE	85	4	22	8	15	3
CHRISTOPHER S. NICODEMUS	ALTOONA CAR SHOP	84	8	33	11	14	7
THOMAS ROGERSON	WEST JERSEY AND SEASHORE	81	2	41	5	11	1
WILLIAM GRAHAM	ALTOONA MACHINE SHOP	80	4	22	3	10	3
JEREMIAH T. WESTON	ALTOONA CAR SHOP	78	2	33	2	8	1
JOHN SPERLING	NEW YORK	78	2	26	2	8	1
ROBERT SHEPHERD	TRENTON	77	9	37	2	8	3

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
NATHAN H. KIPP	EMPIRE LINE	76		37	9	6	
GEORGE R. V. DILLEHUNT	BALTIMORE	74	6	23	9	4	5
JAMES O'SULLIVAN	NEW YORK	73	9	45		3	9
JAMES J. GRADY	WESTERN PENNSYLVANIA	73	6	23	4	3	5
JOSEPH FEICHTNER	RENOVO	72	2	30		3	4
GEORGE W. MOYER	PITTSBURGH	72	1	42		2	9
CHARLES F. RICHARDSON	PHILADELPHIA TERMINAL	71	11	31		1	10
JOHN F. WALZ	ALTOONA CAR SHOP	71	1	37	2	1	1
ALEXANDRE DICKIE	RENOVO	70	5	30	9	4	3
THEODORE N. ELY	GENERAL OFFICE	70	4	43		5	3
CHARLES H. SWEM	NEW YORK	66	5	41	11		2
NATHAN FERTICH	SUNBURY	65	9	36			9
JAMES J. BARRETT	NEW YORK	65	7	39	2		5

LINES WEST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
THOMAS McKEEVER	VINCENNES	83	10	29	8	13	10
GEORGE W. SIMPSON	NORTHERN	83	3	38	10	13	3
LAWRENCE FANNON	CINCINNATI	79	3	9	7	9	
THOMAS W. GIBSON	CHICAGO TERMINAL	78	9	25		8	8
EMANUEL CUSTAR	CLEVELAND AND PITTSBURGH	77	9	34	7	7	10
PETER McNAMARA	SOUTHERN	75	3	44	4	5	3
BARTHOLOMEW KENNEY	PITTSBURGH	74	4	25	4	1	7
WILLIAM F. JONES	INDIANAPOLIS TERMINAL	74		27		4	
THOMAS W. BUTLER	CLEVELAND AND PITTSBURGH	74		50	11	4	

A Life of Many-Sided Usefulness

Theodore Newell Ely, former Chief of Motive Power of the Pennsylvania Railroad System, died October 28, 1916, at his home in Bryn Mawr, Pa. He retired from active duty on July 1, 1911, after 45 years of service. A man of most unusual versatility, he gained distinction in his railroad career as a scientist and an organizer, while he was widely known for his appreciation of art and music, and for the encouragement he lent to both, in this country and in Europe.

* * * *

Probably the greatest work of Mr. Ely's professional life was performed in the Mechanical Department of the Pennsylvania Railroad, at the Altoona, Pa., Shops, where he inaugurated the Department for Testing Materials, and established the system of purchasing supplies on the basis of rigid specifications. This was a new field

at that time in railroad work, and Mr. Ely encountered much opposition, but he acted on the courage of his convictions and lived to see the system of specifications which he devised adopted by many other railroads. As a result of his work at Altoona, the plan of purchasing railroad supplies on specifications has now become quite general, with resultant benefits to the true interests of both buyers and sellers.

Mr. Ely left a strong impress upon the organization of the Altoona Shops during the eleven years he spent there. By reason of his marked executive ability, he was able to place the organization upon an enduring basis of substantially modern efficiency.

* * * *

While at Altoona, Mr. Ely was in general charge of the designing of cars and other equipment for the Pennsylvania Rail-

road, in which he effected sweeping changes. His artistic taste was always in evidence and strongly influenced the results.

* * * *

Mr. Ely was born June 23, 1846, at Watertown, N. Y. He graduated from Rensselaer Polytechnic Institute, Troy, N. Y., in 1866, as Civil Engineer.

Immediately after he left college, Mr. Ely engaged as Engineer at the Fort Pitt Foundry, Pittsburgh, experimenting under General Rodman with projectiles. In 1867 he operated coal mines in the Monongahela River region.

Entering the Civil Engineering Department of the Fort Wayne Railroad at Pittsburgh in 1868, Mr. Ely was soon afterward appointed Assistant Engineer of the Philadelphia and Erie Railroad Division, Pennsylvania Railroad. Subsequent to that time he was, consecutively: From 1869 to 1870, Superintendent of the Middle Division of the Philadelphia and Erie Railroad Division; 1870 to 1873, Assistant General Superintendent of the Philadelphia and Erie Railroad Division; 1873 to 1874, Superintendent of Motive Power of the same Division; 1874 to 1882, Superintendent of Motive Power of the Pennsylvania Railroad Division; 1882 to March, 1893, General Superintendent of Motive Power of the Pennsylvania Railroad Lines East of Pittsburgh and Erie; March, 1893, to July 1, 1911, Chief of Motive Power, Pennsylvania Lines East and West.

* * * *

Mr. Ely was a member of the American Society of Civil Engineers, the Institution of Civil Engineers (Great Britain), American Society of Mechanical Engineers, American Institute of Mining Engineers, the Franklin Institute, American Philosophical Society, American Association for the Advancement of Science, and other technical and scientific institutions, and an honorary member of the American Institute of Architects. He was a member of the Permanent Commission of the International Railway Congress, and President of the Eastern Railway



THEODORE NEWELL ELY

Association; also a Trustee of the Drexel Institute of Art, Science and Industry, and of the Philadelphia Commercial Museum.

* * * *

Mr. Ely had been for many years a member of the Board of Directors of the Pennsylvania Academy of the Fine Arts, of which he was one of the most generous supporters. His artistic temperament led him to take the deepest interest in the affairs of the Academy and in the instruction of the students. For a long period he was a member of the Committee on Exhibition. It was largely through his efforts that the present Summer School at Chester Springs, Chester County, Pa., was acquired by the Academy.

He was one of the Directors of the American Academy, at Rome, and a member of the American Federation of Art and of the T-Square Club, of Philadelphia.

* * * *

The honorary degree of Master of Arts was conferred upon Mr. Ely in 1897 by Yale University, and that of Doctor of Science by Hamilton College in 1904.

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

December 30, 1916

Pennsylvania Station
PITTSBURGH, PA.

IV

34

The Railroad Roll of Honor

"I have considered the pension list of the Republic as a roll of honor."

—President Grover Cleveland in a special
message to Congress, July 5, 1888.

Sixty-eight employes of the Pennsylvania Railroad System were retired from active duty as of December 1, 1916, and were placed on the "Roll of Honor." Thirty-seven of them had been in the service 40 years or more each, and four had worked more than half a century. The list included nine Conductors and seven Enginemen.

* * * *

Pensions are now being paid to 4773 retired employes of this Railroad System, and the total disbursement for this purpose since the pension system was established, on January 1, 1900, has been \$13,635,347.22.

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Years	Length of Service Months
WILLIAM HANKINS 89 Montgomery Street, Rahway, N. J.	WATCHMAN	NEW YORK	50	7
JAMES W. MALONEY 245 Academy Street, Jersey City.	ENGINEMAN	NEW YORK	49	11
STEPHEN D. McCALLA 6361 Drexel Road, Philadelphia, Pa.	CONDUCTOR	PHILADELPHIA	49	4
WILLIAM G. WASHINGTON Newport, Del.	AGENT	MARYLAND	49	1
ANDREW Y. SCARBOROUGH 209 North Seventeenth Street, Philadelphia, Pa.	CONDUCTOR	NEW YORK	48	8
MICHAEL J. CUNNINGHAM 54 Buttonwood Street, Lambertville, N. J.	TENDER REPAIRMAN	TRENTON SHOP	48	5
WILLIAM R. BOGART Skillman, Somerset County, N. J.	STORE ATTENDANT	TRENTON	48	2
WILLIAM HULSINGER Renovo, Pa.	SHOP HAND	RENOVO	48	1
PHILIP M. MARSHALL 166 Ridgewood Avenue, Newark, N. J.	GRAIN CLERK	NEW YORK	47	
BENJAMIN C. HOON West Fairview, Pa.	FOREMAN	PHILADELPHIA	46	11
ASHER LOVETT Trenton, N. J.	BAGGAGEMAN	TRENTON	46	11

Name	Occupation	Division	Length of Service	
			Years	Months
GEORGE M. VANATTA Martins Creek, N. J.	CLERK	TRENTON	46	7
GEORGE A. STOUT Derry, Westmoreland County, Pa.	CONDUCTOR	PITTSBURGH	46	
DANIEL J. LYNCH 18 Centre Street, Nutley, N. J.	TRANSFER CLERK	NEW YORK	45	10
THOMAS L. PALMER Barnestown, Chester County, Pa.	FOREMAN	PHILADELPHIA	45	8
SAMUEL WOOD Moore, Delaware County, Pa.	ENGINEMAN	PHILADELPHIA TERMINAL	45	5
JAMES T. MATTHEWS 5523 Rural Avenue, Pittsburgh, Pa.	CONDUCTOR	PITTSBURGH	45	5
CHARLES STINER Harrisburg, Pa.	CONDUCTOR	MIDDLE	45	1
JAMES D. BEATY Newton Hamilton, Pa.	TRACK WATCHMAN	MIDDLE	44	10
ROBERT T. DAVIS Wilmington, Del.	BLACKSMITH HELPER	MARYLAND	44	10
JOHN C. BROWN Renovo, Pa.	TINSMITH	RENOVO	44	7
ANNIE GREGORY 1407 North Sixteenth Street, Philadelphia, Pa.	FILE CLERK	GENERAL OFFICE	44	7
CHARLES MCCOY Philadelphia, Pa.	YARD BRAKEMAN	TRENTON	44	2
SAMUEL DELL 1919 Fourth Avenue, Altoona, Pa.	MACHINIST	ALTOONA MACHINE SHOP	44	
SAMUEL WALTERS Florin, Pa.	CROSSING WATCHMAN	PHILADELPHIA	43	5
DENNIS SOMMERS Columbia, Pa.	CONDUCTOR	PHILADELPHIA	41	8
JAMES C. WATERS 82 Easterbrook Avenue, Rahway, N. J.	VOUCHER CLERK	NEW JERSEY	41	4
LABANNA W. DUNMIRE 312 East Fourth Street, Oil City, Pa.	BRAKEMAN	ALLEGHENY	41	2
JOHN BOYLE 4559 Friendship Avenue, Pittsburgh, Pa.	LABORER	CONEMAUGH	40	11
THOMAS G. HURD Harrington, Delaware.	LABORER	DELAWARE	40	2
JAMES O'MEARA 204 Fifth Street, Jersey City, N. J.	ASSISTANT FOREMAN	NEW YORK	40	1
THOMAS COONEY 229 Fifth Street, Jersey City, N. J.	ASSISTANT FOREMAN	NEW YORK	39	11
JOHN W. ENGLISH 4225 Stiles Street, Philadelphia, Pa.	SHOP HAND	PHILADELPHIA TERMINAL	39	11
SAMUEL T. TONKS Kiskiminetas Junction, Pa.	WAREHOUSEMAN	CONEMAUGH	39	4
GEORGE W. JENNINGS Port Deposit, Cecil County, Md.	LABORER	MARYLAND	39	4
CORNELIUS P. McDONALD Altoona, Pa.	CAR REPAIRMAN	ALTOONA CAR SHOP	39	2
JOHN M. KAUFFMAN 812 Eleventh Street, Altoona, Pa.	LABORER	JUNIATA SHOP	39	1
CAMERON JOHNSTON Altoona, Pa.	YARD MASTER	ALTOONA CAR SHOP	38	4
SAMUEL HOGUE 2514 Seventh Avenue, Altoona, Pa.	BLACKSMITH	JUNIATA SHOP	37	1
LUTHER M. HEARN Clayton, Del.	ENGINEMAN	DELAWARE	36	2
FRANK P. FREEBURN Pine Street, Millersburg, Pa.	ENGINEMAN	WILLIAMSPORT	35	10
JOSEPH R. ADAMS 1202 Locust Street, Philadelphia, Pa.	CAR INSPECTOR	PHILADELPHIA TERMINAL	35	5
THOMAS J. MELLOR 2829 Boulevard, Jersey City, N. J.	BOILERMAKER	NEW YORK	35	4
PURNAL C. MCCOLLEY Wilmington, Del.	CONDUCTOR	MARYLAND	35	3
PETER DEMEL 2205 West State Street, Olean, N. Y.	MACHINIST	BUFFALO	35	2
WILLIAM H. HARTZELL Harrisburg, Pa.	STORE ATTENDANT	PHILADELPHIA	34	2
LUTHER W. PHILLIPS 1220 North Fifty-ninth Street, Philadelphia, Pa.	CONDUCTOR	NEW YORK	34	1
CHARLES H. HART Camden, N. J.	EXTRA ENGINEMAN	WEST JERSEY AND SEASHORE	33	2
MORRIS FISHPAW Great Belt, Pa.	FOREMAN	CONEMAUGH	33	
ALMON D. HAMMOND Elmira, N. Y.	CARPENTER	ELMIRA	32	7

Name	Occupation	Division	Length of Service	
			Years	Months
ORLANDO C. GALBRAITH	PAINTER	ALTOONA CAR SHOP	31	10
Altoona, Pa.				
FRANK MILLER	STATION CLEANER	NEW YORK	31	4
Borough Hall, Wood Avenue, Linden, N. J.				
DENNIS J. MURPHY	OIL DISTRIBUTOR	PHILADELPHIA TERMINAL	25	
3612 Brandywine Street, Philadelphia, Pa.				
JAMES MILLER	WATCHMAN	TRENTON	24	7
Riegelsville, N. J.				
GEORGE LOGAN	JANITOR	PHILADELPHIA TERMINAL	21	7
48 North Fifty-second Street, Philadelphia, Pa.				

LINES WEST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
DANIEL MULLEN	BAGGAGEMAN	INDIANAPOLIS	54	5
81 East Eighth Avenue, Columbus, Ohio.				
BERNARD BANNON	ENGINEMAN	PITTSBURGH	50	9
63 Oregon Avenue, Cratton, Pa.				
WILLIAM H. BELL	ENGINEMAN	PITTSBURGH	50	2
94 East First Avenue, Columbus, Ohio.				
WILBER S. PARKS	CONDUCTOR	LOGANSFORT	46	10
2300 East Broadway, Logansport, Ind.				
*SAMUEL S. THOMAS	CROSSING WATCHMAN	INDIANAPOLIS TERMINAL	46	7
2215 North Talbott Avenue, Indianapolis, Ind.				
THEODORE SAMPLE	ASSISTANT STATION MASTER	LOGANSFORT	41	9
416 Fifteenth Street, Logansport, Ind.				
WILLIAM F. THOMPSON	CROSSING WATCHMAN	GRAND RAPIDS AND INDIANA RAILWAY	41	1
228 West McNeil Street, Portland, Ind.				
*PETER BURNS	STATION CLEANER	EASTERN	40	10
Seventh Street and Fifth Avenue, New Brighton, Pa.				
†WILLIAM F. HEDRICK	SWITCH TENDER	INDIANAPOLIS	32	10
106 South Champion Avenue, Columbus, Ohio.				
*JOHN G. POLLOCK	TELEGRAPH OPERATOR	INDIANAPOLIS	32	
246 South Eighteenth Street, Columbus, Ohio.				
JACOB L. RUSH	ENGINE WIPER	MICHIGAN	31	2
701 Washington Street, Logansport, Ind.				
WALTER W. BETTS	CHIEF CLERK	TOLEDO	30	8
3016 Collingwood Avenue, Toledo, Ohio.				
LAFAYETTE C. WILTSIRE	TELEGRAPH OPERATOR	WESTERN	30	
210 Second Street, Winona Lake, Ind.				
DANIEL M. EASTERDAY	FREIGHT CAR REPAIRMAN	AKRON	27	10
310 East Oak Street, Mt. Vernon, Ohio.				
ARMOR CHISMAN	CARPENTER	CINCINNATI	26	6
1215 Elgin Place, Cincinnati, Ohio				
AUGUST C. FABER	MACHINIST	LOGANSFORT	26	
222 Main Street, Logansport, Ind.				

* Retired, effective November 1, 1916.

† Retired, effective August 1, 1916.

Facts About the "Roll of Honor"

Amount paid since Retirement plan was established on January 1, 1900	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
	\$10,335,621.04	\$3,299,726.18	\$13,635,347.22
Total number of employees placed on Roll of Honor to December 1, 1916	7455	2372	9827
Roll of Honor employees who have died	3810	1244	5054
Total number of employees on Roll of Honor December 1, 1916	3645	1128	4773

In Memoriam, November, 1916

LINES EAST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
JOHN I. BRADY	JUNIATA SHOP	79	1	17	11	9	
JOHN LINDSAY	ALTOONA MACHINE SHOP	79		32	8	9	
JACOB HEISE	BALTIMORE (P. R. R.)	78	4	34	4	8	4
WM. FINLEY	ALLEGHENY	77	7	42	10	7	7
WM. T. LAMAR	MARYLAND	76	7	39	11	6	7
JOHN HALEY	WEST JERSEY AND SEASHORE	76	5	28	2	6	4
HARLAN W. DEFIBAUGH	ALTOONA CAR SHOP	75	5	35	3	10	
HENRY M. WILLIS	BALTIMORE (P. B. & W. R. R.)	75	5	27	11	5	5
HENRY H. MILLER	PHILADELPHIA	74		40	7	8	
SAMUEL S. ROBERTS	DELAWARE	73	9	46	5	3	8
FRANCIS P. SMITH	PHILADELPHIA TERMINAL	73	6	33	3	3	9
PETER KIPER	PITTSBURGH	73	5	40	7	6	
GEO. E. WHITE	JUNIATA SHOP	72		30	1	3	8
DANIEL HEALY	RENOVO	71	2	47		2	7
MICHAEL DOYLE	CAMDEN TERMINAL	71	1	34	10	1	1
WM. C. COMPTON	TRENTON	66	1	43	2	1	1
SAMUEL C. MILLER	MARYLAND	65	11	39	8		10

LINES WEST OF PITTSBURGH

Name	Division	Age at Death		Length of Service at Time Pensioned		Length of Time on Pension Roll	
		Yrs.	Mos.	Yrs.	Mos.	Yrs.	Mos.
JOHN MELVIN	EASTERN	77	2	42	7	7	2
A. W. MIDDLETON	ZANESVILLE	76	9	41	9	6	9
JOHN J. MAWHINNEY	EASTERN	75	1	28	10	4	10
DAVID W. JONES	PITTSBURGH	73	6	42	5	3	5
SEBASTIAN STADELMANN	EASTERN	71	9	41	4	6	5
HENRY P. BEAUMONT	ERIE AND ASHTABULA	70	8	36	2		8
JOHN ARTHUR	EASTERN	70	5	51	9		4
JOHN SHUSTER	WESTERN	70	3	42	9		1

Notes About Retired Employes

After 39 years and 4 months of active service with the Pennsylvania Railroad Company, Samuel T. Tonks, Warehouseman at Kiskiminetas Junction Station, was placed upon the "Roll of Honor" December 1, 1916.

Mr. Tonks was born at Bilson, Staffordshire, England, on November 6, 1846. He came to America with his parents in 1856 and resided with them at Danville, Pa., about one year, when they removed to Freeport, Pa. They remained at Freeport one year, moving to Lucesco, Pa. (Kiskiminetas Junction), at which point Mr. Tonks has since lived.

Mr. Tonks followed mining from a very early age until August 1, 1877, when he entered the

service of the Railroad Company on the River Division of the Allegheny Valley Railroad as Car Inspector. He held this position until January 6, 1903, when he was transferred to Warehouseman at Kiskiminetas Junction.

In his 39 years and 4 months of continuous service, Mr. Tonks had never been disciplined in any manner and retired with a clear record of meritorious service.

* * * *

LORENZ BASLER was born in Berlin, Germany, July 18, 1851. He came to America November 15, 1880, settling in Altoona shortly afterward. He first served in a foundry at Pennsylvania Furnace, later going to Huntingdon, where he

obtained employment in the Car Shops. After working there for a number of years, Mr. Basler accepted a position with a corporation in Big Valley, coming from there to Altoona, where he was assigned to the Blacksmith Department of the Altoona Machine Shops.

* * * *

S. O. MALIN, who was Special Agent on the Baltimore Division until he was placed on the "Roll of Honor," September 1, 1916, has received the following letter from General Manager S. C. Long:

It must be a great satisfaction to you to look back over the various positions which you filled with credit to yourself and to the satisfaction of those you were aiding.

I imagine you have the feeling, which is very common, that the old spirit of loyalty to the Company and its interests is not so much in evidence today as in the days when you felt that to serve the Company was a more important duty than to take care of yourself or your family. There may be too much of this, but, nevertheless, when conditions that obtain today and the tremendous increase in the number of employes is taken into consideration, and each month there develops a long list of faithful and loyal men who have served the Company for years, the conclusion must be reached that the good lessons taught by men like yourself have achieved much.

I trust you may enjoy good health and contentment for many years.

* * * *

CORNELIUS PHILIP McDONALD was born in Ebensburg, Cambria County, Pa., August 12, 1848. He was reared in that county and received his preliminary education in the schools of Ebensburg. He entered the employ of the Pennsylvania Railroad, in the Freight Shop Department, September 10, 1877, where he remained until several months ago, when he was compelled to cease active work due to illness. He was considered a fine mechanic and was placed on the "Roll of Honor" December 1, 1916.

* * * *

JOHN M. KAUFFMAN was born at Ryde, Mifflin County, Pa., July 20, 1863. He has spent practically all of his life in the service of the Pennsylvania Railroad. His first position was that of Water Boy near Ryde. He worked at the Brass Foundry of the Altoona Shops less than one year, when he was advanced to the Juniata Machine Shops as Laborer. He remained in this position until he was placed on the "Roll of Honor," December 1, 1916.

JOHN H. KANE was born at Friendship, N. Y., on May 22, 1851. His early life was spent at Friendship and Allegany, N. Y. His first employment was with the Erie Railroad, at Olean, N. Y., as Freight Checker, and he was with that Company from 1871 to April 1, 1874. He then entered the service of the Western New York and Pennsylvania Railroad as Engine Cleaner and Fireman, acting in that capacity to September 1, 1884, when he was appointed Engineman. He was placed on the "Roll of Honor" November 1, 1916.

During his 42 years and 6 months of active service, Mr. Kane maintained an excellent record.

* * * *

C. N. DEVINNEY, who, on September 1, 1912, was retired from active service as Engineman on the New York Division, received the following communication from the General Manager, on the occasion of his seventieth birthday, October 3, 1916:

I trust it may be my good fortune to arrive at the age of seventy years young in such fine mental, physical and moral condition as you are enjoying.

When you entered the Railroad Company's service, on September 21, 1861, I do not suppose you lost many nights' sleep worrying about what you would do when you reached the age of seventy, but here you are with the privilege of looking back upon a life of usefulness, and, above all, fair and honorable treatment to all your friends, as well as to the Railroad Company that has as much honor in having had you for an employe as you can feel in being one of its employes.

Sometimes we feel that such measure of action as is generally due by the employe to his employer is fast disappearing, and it may be that the pendulum is now a little in the wrong way, but I feel sure if men like yourself will endeavor to continue to inculcate the spirit of fair feeling between man and man the pendulum will swing back and the time will come when we will have just as many loyal men relatively as ever.

I trust it may be your good fortune to enjoy a long lease of well-earned rest and contentment with good health.

* * * *

SAMUEL S. THOMAS was born at North Madison, Ind., October 25, 1846. He started to work for the Railroad Company May 1, 1862, as Waterboy on the old Madison and Indianapolis Railroad, now the Louisville Division of the Pennsylvania Lines West.

Mr. Thomas was transferred to Blacksmith Helper, then Blacksmith, Freight Brakeman, Passenger Brakeman, Train Baggage man, Station Baggage Agent at Madison, Ind., and then to

Crossing Flagman on January 1, 1900, which position he was holding when retired from active service on November 1, 1916, and placed on the "Roll of Honor."

Mr. Thomas recalls the days when the locomotives were named after the President, Superin-

tendent, or Master Mechanic, such as "Smith," "Bright," "Branam," "Wells" and "Chief." Some of these locomotives were wood-burners and of the old cog-wheel gear type. Candles were used in those days for lighting the passenger coaches.

Men Now Retiring Who Have Served the Pennsylvania Railroad More Than Half a Century



BERNARD BANNON

LENGTH OF SERVICE, 50 YEARS 9 MONTHS

Bernard Bannon was born in Ireland, August 28, 1849. His parents came to the United States when he was quite young, and at the age of 15 he entered the service of the Pennsylvania Lines West of Pittsburgh as Brakeman on the "Fort Wayne Route."

In July, 1865, he was transferred to the Lines East as Switchman at Union Station Yards, Pittsburgh. In this capacity he operated the switches which allowed the first train to enter Union Station, Pittsburgh.

Mr. Bannon was transferred to the Lines West in April, 1866, as Fireman on the "Pan Handle Route," and on September 25, 1870, he



WILLIAM H. BELL

was promoted to Freight Engineman. In the fall of 1874 he was made Passenger Engineman, in which capacity he served the Company until he was placed on the "Roll of Honor," on December 1, 1916.

As Passenger Engineman, Mr. Bannon operated the last train out of Union Station, Pittsburgh, at the time of the 1877 riot.

WILLIAM H. BELL

LENGTH OF SERVICE, 50 YEARS 2 MONTHS

William H. Bell, Engineman on the Pittsburgh Division of the Pennsylvania Lines West, who was placed on the "Roll of Honor," was born in Harrison County, Ohio, August 29, 1850.

Mr. Bell started his railroad career in May, 1866, as Track Laborer. In the fall of 1869 he was made Passenger Fireman, and the following year he was transferred to the Freight Service. On September 8, 1871, he was promoted to extra Engineman, and in 1878 he was given a regular run.

In commenting, recently, on his experiences during his long railroad career, Mr. Bell said:

"In all of my years of passenger service I have never killed or crippled a passenger, employe or fellow railroad man, with but one exception. While passing Morgan's Run, in 1913, a conductor stepped off his engine directly in front of us. He was instantly killed, but we knew nothing about it until the next morning, when we read the account in the newspaper.

"During all my years of railroading I have tried to be faithful and honest regardless of results. I have handled engines from a 6-inch to a 26-inch cylinder and from a 48-inch to an 80-inch wheel."

WILLIAM HANKINS

LENGTH OF SERVICE, 50 YEARS 7 MONTHS

William Hankins has served the New Jersey Division of the Pennsylvania Railroad over half a century. He was born in County Cork, Ireland, on August 5, 1846. His parents moved to

the United States and settled in northern New Jersey.

In 1865 Mr. Hankins entered the service as Laborer at Princeton Junction, on the Camden and Amboy Railroad, now a part of the New Jersey Division. For three years he was Switchman at Monmouth Junction, following which he went to Rahway, N. J. as Laborer. Later he was transferred to the Meadows Shops, where he worked for twenty years. He was then made Crossing Watchman at Rahway, and when the tracks through that city were elevated he was assigned to Night Watchman at the East Grand Street Freight Yard of Rahway, which position he held until he was placed on the "Roll of Honor," December 1, 1916.

DANIEL MULLEN

LENGTH OF SERVICE, 54 YEARS 5 MONTHS

Daniel Mullen, who was placed on the "Roll of Honor" on December 1, 1916, had a clean record throughout his more than 54 years of continuous service with the Pennsylvania Lines West of Pittsburgh.

Mr. Mullen was born in Ireland, June 18, 1848. He was Train Baggage man on the Indianapolis Division of the Lines West for almost 30 years. Prior to that he was Freight Brake man for 20 years. He entered the service of the Indianapolis Division at the age of 15 years as Water Boy.



WILLIAM HANKINS



DANIEL MULLEN

"The Pennsylvania Lines"

A Tribute by JAY POWELL, of the National Military Home of Marion, Ind.

The Tower men, and office men, Dispatchers and
the Clerks—

In no place or position is there any room for
"shirks;"

The Bosses and the Foreman, from the Chief
Mechanic down,

Have no desire for loitering 'round the shops or
"down in town;"

And the Porters and Attendants see that every
fixture shines,

According to the standards of the Pennsylvania
Lines.

The honored President we greet, General Man-
ager and all—

They're a part of the great system and entitled to
a call;

Like the men, they fill their places, and they do
their very best

To serve the traveling public, of the North,
South, East and West;

To accommodate the shippers, and all who use
their cars,

They make no wrong restrictions, set up no partial
bars;

But haul the products of the fields, the shops, the
stores, the mines—

You are welcome to the service of the Pennsyl-
vania Lines.

We have traveled long and far on the Railroads
of our land,

On some we've had to rough it, but on others it
was grand;

We've encountered hobo Trainmen, with cinders,
dust and grime,

And we've been behind some engines that were
neither trim nor prime;

We have crossed the rolling prairies, we have
climbed among the pines,

But we've always found it pleasant on the Penn-
sylvania Lines.

The track is smooth and level, the roadbed's
always clean,

The locomotives and the cars the best that can
be seen,

Anywhere you're traveling, in this or foreign
lands;

And for safety, speed and comfort, it surpasses
all demands;

From engine cab and baggage car to where the
public dines,

You'll always find it different on the Pennsyl-
vania Lines.

The Conductors and Assistants in their clean blue
uniforms,

Are obliging, kind and courteous, 'neath sun-
shine or in storms,

To the aged, the young, the feeble, they are
uniformly kind;

Their orders and instructions are ever kept in
mind;

They exercise an influence, that elevates, re-
fines,

As it tallies with the standards of the Pennsyl-
vania Lines.

It seems no labored effort, on the part of these
good men,

To show a tender guardianship, and every now
and then

To make a kind inquiry, to speak a gentle word,
And naught that's rude, unseemly, from them is
ever heard;

There is rarely an occasion for penalties or fines,
And duty is a pleasure on the Pennsylvania
Lines.

And when we travel through the night, we sleep
devoid of fear—

Now we speak in commendation of the faithful
Engineer;

His wakeful, careful vigilance, his strong and
steady arm,

Are taxed unto the utmost to ward impending
harm;

And the true and steadfast Fireman never mur-
murs or repines,

But bravely does his duty on the Pennsylvania
Lines.

The Machinists and the Carpenters, and Black-
smiths, every one—

It's a pleasing sight to see and know how well
their work is done;

Every trade and every calling with the running
force combines,

To make all things go smoothly on the Penn-
sylvania lines.

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